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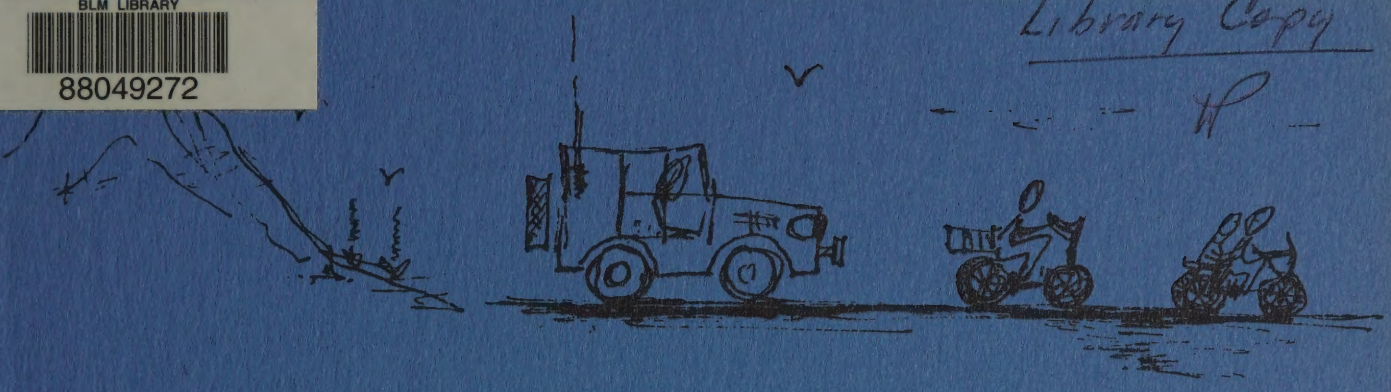

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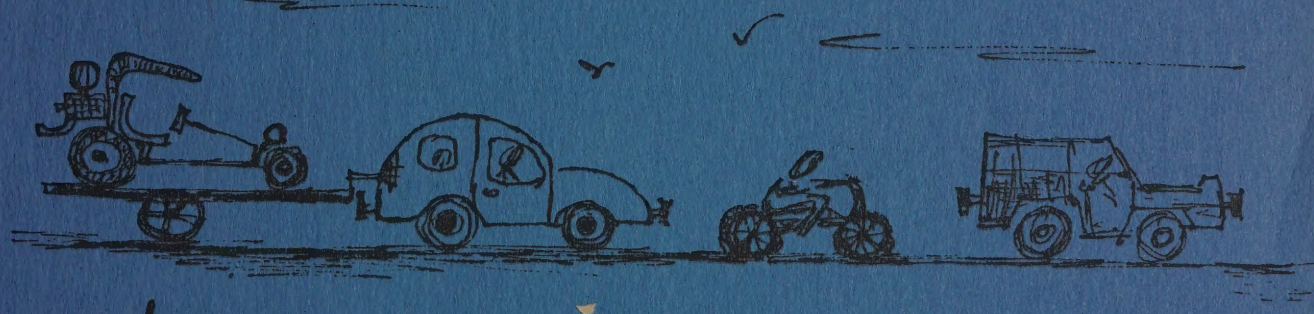

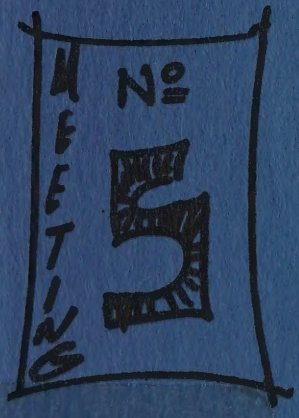

Minutes of the California
OFF-ROAD VEHICLE ADVISORY COUNCIL
bureau of land management
u.s. department of the interior

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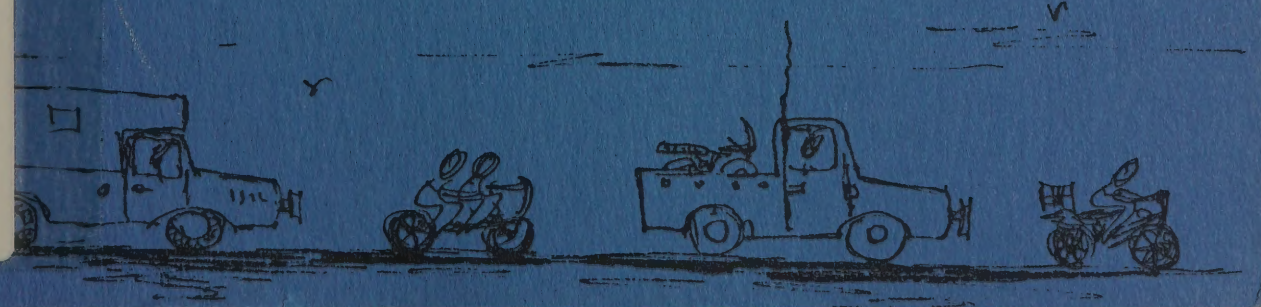

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OFF-ROAD VEHICLE ADVISORY COUNCIL

to the

BUREAU OF LAND MANAGEMENT

MEETING

May 7, 1971
Sacramento

PROCEEDINGS

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OFF-ROAD VEHICLE ADVISORY COUNCIL MEETING

Sacramento Inn - Sierra Room
Interstate 80 at Arden Way

May 6, 1971 9:30 a.m.

A G E N D A

Opening Remarks	H. Harris J. Penny
Status of Statewide Progress on Inventory	C. Tocher
Information & Education Efforts	J. Harrell
District Progress	
1. Inventory, Committees	J. Wilson
2. Committee & authorized events	R. Springer
3. Panoche - recovery	D. Vail
4. Committee progress	J. Lanz

LUNCH

Off-Road Vehicle Use on Private Land	H. Harris
ORVAC Members Statements Regarding Progress, Problems and Where Do We Go From Here	Council Members
Additional Actions Needed	H. Harris

Adjourn 3:30 p.m.

OFF-ROAD VEHICLE ADVISORY COUNCIL

MEMBER	REPRESENTATION	ADDRESS & PHONE NO.
Thomas P. Bates	Dune Buggy Group	Parkhurst Publishing Co. 745 W. Third Street Long Beach, Calif. 90812 213-436-3241
Lawrence Cloyd	Calif. Dept. of Fish & Game	1416 Ninth Street Sacto., Calif. 95814 916-445-9880
Beula Edmiston	Desert Protective Council	5502 Markland Drive Los Angeles, Calif. 90022 213-723-2924
Jack L. Edwards	Calif. Assn. of 4 Wheel Drive Clubs	4405 Pioneer Drive Bakersfield, Calif. 93306 805-366-6946
Howard Harris	Calif. Farm Bureau	7800 Cienega Road Hollister, Calif. 95023 408-637-2643
E. Lamar Johnston	Calif. Cattlemen's Assn.	Box 263 New Cuyama, Calif. 93254 805-766-2266
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Roger K. Mitchell	Sierra Club	1451 Lazy A Drive Bishop, Calif. 93514 714-873-3512
J. R. Penny	Bureau of Land Management	2800 Cottage Way, Rm. E-2841 Sacto., Calif. 95825 916-481-6100 Ex. 2676 or Ex. 2701 (Div. RPM)
Al Schiavon	Calif. Wildlife Federation	3936 E. Turner Avenue Fresno, Calif. 93702 209-266-1087

MEMBER	REPRESENTATION	ADDRESS & PHONE NO.
Ron Sloan	American Motorcycle Assn.	4725 Burgandy Road Woodland Hills, Calif. 91364 213-889-1000
George S. Strauch	Calif. Federation of Mineralogical Societies	20269 Yeandle Avenue Castro Valley, Calif. 94546 415-557-0244
Ray Talbot	Calif. Woolgrowers Association	1232 Talbot Street Los Banos, Calif. 93635 209-826-3725

ATTENDANCE

Off-Road Vehicle Advisory Council:

Lawrence Cloyd
Beula Edmiston
Jack L. Edwards
Howard Harris
E. Lamar Johnson
Alfred H. Kramm
H. F. McMurphy
Roger K. Mitchell
Al Schiavon
Ron Sloan
George S. Strauch
Dan Kelsay (absent)
Ray Talbot (absent)
Tom Bates (absent)

Bureau of Land Management:

State Office
J. R. Penny
William G. Leavell
Donald G. Halsey
Arlen C. Tocher
Harry Miwa
Lars Ericson
Robert McCarthy
Dillard Gates
Jerry Harrell
Larry Crawley

Service Centers
Kay Wilkes, Portland

District Offices
Robert J. Springer, Bakersfield
Dean Bibles, Susanville
Robert Wilbur, Redding
Delmar Vail, Folsom
John Lanz, Ukiah
Jack Wilson, Riverside
Bill Flint, Riverside
Walt Isaacks, Bakersfield

Guests:

Ivan Wager, Editor, Cycle World
Fred Wildanger, Western Rockhounds Association
Burt Stanley, Regional Solicitor's Office
Russ Sanford, Motorcycle Owners, Riders, Enthusiasts (MORE)
Mrs. Jack Edwards & guest

OFF-ROAD VEHICLE ADVISORY COUNCIL

Table of Contents

	Page
Welcome and Introductions Howard Harris, Co-Chairman J. R. Penny, State Director & Co-Chairman	1
Status of Statewide Progress on Inventory Craig Tocher, Recreation Specialist	6
Information and Education Efforts Jerry Harrell, Information & Education Officer	8
District Progress - Inventory & Committees Jack Wilson, District Manager, Riverside	19
District Progress - Committee & Authorized Events Robert Springer, District Manager, Bakersfield	32
District Progress - Panoche Recovery Delmar Vail, District Manager, Folsom	36
District Progress - Committee Progress John Lanz, District Manager, Ukiah	39
Off-Road Vehicle Use on Private Land Howard Harris, Co-Chairman	42
ORVAC Members Statements Regarding Progress, Problems and Where Do We Go From Here	
Statement by Al Kramm	47
Statement by H.F. McMurphy	49
Statement by Roger Mitchell	50
Statement by Al Schiavon	50
Statement by Ron Sloan	52
Statement by George Strauch	56

Table of Contents

Table of Contents (continued)

	Page
Statement by Ivan Wager (Substituting for Tom Bates)	59
Statement by Lamar Johnston	59
Statement by Jack Edwards	60
Statement by Beula Edmiston	65
Statement by Lawrence Cloyd	69
Additional Actions Needed Howard Harris, Co-Chairman	71
Attachment #1 - Newspaper Article	79
Attachment #2 - California Public Lands Resolution	80

OFF-ROAD VEHICLE ADVISORY COUNCIL

to the

BUREAU OF LAND MANAGEMENT

5th MEETING

May 6, 1971

Sacramento, California

PROCEEDINGS

WELCOME AND INTRODUCTIONS

HOWARD HARRIS
Co-Chairman

and

J. R. PENNY
State Director & Co-Chairman

Harris: Welcome to ORVAC. At our last meeting we agreed to review, now, what had happened during the year and to see where we go from here. Before we start, let's introduce our board members, BLM staff and guests. (See attendance sheet).

Our ORVAC report has resulted in some very interesting contacts. Just briefly: We were in Washington and had a call from Harrison Loesch wanting to know more about it. He was very favorably impressed. Down at the State Advisory Committee, where several of you visited, the emphasis was on ecology, and you could see a conflict between people wanting areas set aside and people wanting areas closed. In South Dakota at the National Advisory Committee we told how we did it in California and gave a presentation on the country and appearance before man came and after. We brought in the ORVAC report and it was very well received. We toured South Dakota, part of Wyoming and Montana and amazingly, never saw a motorcycle

track. We also met in Sacramento before the Resources Committee where Mr. Penny made a very nice presentation, and so did Beula Edmiston.

This is the only introduction I have, Russ, do you want to comment before we go into the program?

Penny: Now is the time we agreed to discuss the past year's events, and to talk about where we go from here. This has been a very historic year, I think, and it indicates the contributions that you, as a council, have made towards resource management. The recommendations that you made have had terrific impact and have given leadership being followed in many states -- Nevada, Arizona, and others. The Secretary of Interior became very interested and appointed a task force on off-road vehicles. It is new and we are not completely informed about it yet. But, as Mr. Harris mentioned, we are being called upon frequently to deliberate on off-road vehicles, primarily, again, because of the recommendations that come out of this council. I don't know how many appearances I made this year. One already mentioned by Howard was headed by Congressman Z'Berg. Three weeks ago I testified before the California Assembly Committee on Natural Resources and Conservation concerning the establishment of a registration and user fee program in the state of California. I furnished the Assembly Committee with copies of ORVAC and particularly stressed this Council's wishes on Registration and User Fees. In June I have been asked to appear on a symposium in Michigan dealing with off-road vehicles, primarily snowmobiles. Discussions will cover research, effects on vegetation, and so forth. I will talk about off-road vehicle use as we know it here. Also, a representative of Yamaha talked to me recently about the great significance of the manufacturing of motorcycles, saying that what happens in California will happen elsewhere. So, they have a terrific interest in what we are doing, and what is taking place. He also said that the one agency that was doing something about it was the BLM. True or not, it made me feel good. This, of course, is because of ORVAC. You should be very proud of the part you have played in this very important problem. I know I certainly am. Now, I would like to discuss some of the accomplishments BLM made this year toward your recommendations, which were generally accepted as presented. During late summer and early fall last year our districts developed some detailed maps toward an inventory. They are not completed, but at least show the classifications of public land in line with your recommendations. This initial breakdown indicates that about 75% of our areas are open use areas, 18% are restricted use areas, and 7% are non-use areas - or closed.

I want to emphasize that these classifications of public lands are not final. We really haven't made our study yet, and we will make adjustments as we get better information. Also, we have yet to test our off-road vehicle use regulations, other than through cooperation with organized groups. By the way, we have had excellent cooperation with organized off-road vehicle groups that contact the Bureau prior to their events. There is, on rare occasions, defiance. But for the most part this does not exist. We are growing increasingly aware that they should present their program to us in advance, so that we can manage it properly. We have implemented a number of your management recommendations regarding education, and prepared a slide program you will see later. We also developed a handout brochure on ORVAC which is in your packet. It is just a resume of the Council's recommendations contained in the larger publication. I mentioned earlier the many meetings my staff and our district people have attended to discuss ORVAC recommendations and our proposals for better management. You made a very significant recommendation on legislation and a lot of work has been done on this. Pertinent legislation was introduced last year that actually carried your wording. Barry Goldwater, Jr. has a bill, HR 7284. Senator Jackson has a bill, known as the Organic Act, and that is SB 921. Then there is other very significant legislation including Aspinall's bill regarding the Public Land Law Review Commission report.

Our work on "The California Desert Report" has been in progress all this year. Limited quantities of the report were printed because it deals with interim management. I don't believe you were sent copies. If you wish, we might make them available to you. We don't have them for distribution now, but we do hope to have more printed. The report contains, in detail, proposals for operating the desert program. This year we have been authorized 5 rangers and 5 planners for the desert study. Also, we have been authorized funds for the development of facilities in the Imperial Sand Hills area. We picked Imperial Sand Hills for development because it is a critical area in terms of management, hazards, and safety problems. We have put this at highest priority and have influenced the Bureau to the point that we are getting some additional funding, even in this austere period in government.

The most significant thing we have done in carrying out your recommendations is the establishment of these committees,

citizen groups. We have established four and you are going to hear about those in some detail. Jack Wilson was asked to appear before the San Bernardino County people. They were having a real problem, particularly with ordinances they had passed or were about to pass. As a result of the meeting, we suggested that they cooperate with us or a citizen's committee to help resolve their problems. Jack started his committee, patterned after ORVAC, to help develop a management system for the county. Jack is going to report on this in some detail. He has another special committee set up for the Imperial Sand Hills area to advise us on area development and management. This again was a committee of users, but not patterned after ORVAC. Bakersfield has established an "ORVAC-type" committee and John Lanz, in Ukiah, has just recently developed another. You will hear about this later. The most serious problem that we have now, though, is managing people to reduce hazard situations. We estimate 25 - 30 deaths last year as a result of off-road vehicle use on the desert. Many could have been prevented by proper management. Children have been killed riding motorcycle bikes. One rode into a mine shaft, another into the side of a truck. There have been numerous dune buggy fatalities also. And how many are seriously maimed? *There is a clipping here from Mojave -- I won't take the time to read it -- about people being injured there under all kinds of circumstances. We have to do something about this, particularly mine shaft hazards. This year we received many resolutions from different organizations asking that something be done. The Secretary of the Interior has indicated an interest in reducing hazards on the public lands. Unfortunately a supplemental appropriation in Washington to fund hazard reduction was recently turned down. The other day I was talking with Jim Stearns, head of the State Department of Conservation, and they are proposing a California Ecology Corp using conscientious objectors. I told Jim that a place to use them, if we got the money to provide the overhead (and, incidentally, you people could provide certain advice), would be in mine hazard elimination. If they can provide bulldozers, operators, and other people we could organize crews for filling in shafts and eliminating debris. It would also improve the scenery. Anyway, this is another thing that could be coming.

Lars Ericson has been working with our Washington Office, at their request, on possible permit rental rates. We have not issued special land use permits for sports events, races and rallies this past year. Basically because the Bureau was

*See ATTACHMENT #1

and is still gathering information that will be used in issuing future permits. However, we have issued letters of authorization to organized groups with stipulations to protect the resources. That pretty well covers it, but I do want to say before I finish that this year's State Advisory Board passed some very significant resolutions that affect you. Copies are here if you want to look at them later. One resolution requested all our districts have multiple use advisory boards. That is a very important action, and they passed another resolution requesting expansion of outdoor recreation representation on the State Multiple Use Advisory Board. This was largely in recognition of off-road vehicle problems. Before I close, we have had several personnel changes over the year and will have more. They are key positions. Dillard Gates is on sabbatical leave from Oregon State University and has led our work on the desert study, particularly as coordinator on the contract. Bob Wilbur, of course, is District Manager at Redding, replacing Dick Thompson. Dean Bibles replaced Rex Morgan as District Manager at Susanville. Burt Stanley just came on as our Solicitor. You have met, of course, Mr. Clarke, who has worked with you. Burt will be doing that work for us in the future. As far as additional changes, Jack Wilson is leaving us to become head of Boise Interagency Fire Center. We do not know who his replacement will be. John Lanz is going from District Manager at Ukiah to the Recreation staff in Washington D.C., and he will be replaced by Lou Bolls from Washington. Then Bill Leavell, our Chief of Resource Program Management, will be Associate State Director for the state of Utah, and is being replaced by a gentleman here today, Kay Wilkes. Then Jesse Lowe, our Planning Coordinator, is going to Wyoming to be Associate State Director. He is being replaced by Bob Metzger from the Washington Office. So those are the changes you can look forward to.

To summarize, I think we have been able to do much to initiate the recommendations of this council. This effort is continuing toward full implementation. However, there are some new developments that should be considered and which you may wish to comment upon today.

Recently, we have had inquiries from motorcycle manufacturers about the possibility of cooperatively developing ORV use areas.

We have had several letters from organized ORV groups that want to work with the Bureau on joint management efforts. This cooperative approach appears to have some potential and should be considered, but I should point out that this approach was tried on the Panoche Hills Area without success.

STATUS OF STATEWIDE PROGRESS ON INVENTORY

by

CRAIG TOCHER
Recreation Specialist

Harris: As you recall, we asked for an inventory of our resources and Craig Tocher is going to report.

Tocher: Before I start, I would like to introduce another new staff member, Larry Crawley, from the University of Georgia recreation staff. He is bringing a lot of expertise that we can use. So as Russ mentioned, with the 10 new positions and Larry I think we can start developing a sound total recreation program with emphasis on major impacts of off-road vehicles.

On the inventory system that you developed with our staff, we had minor problems in the field developing classification of these lands. In July we instructed our field people on classifying public lands, taking a first look at them, as recommended by you. As examples of the district's first looks and minor problems that developed, here is a map of our Susanville District in northeastern California. Later you may like to come up and look at these maps. The dark gray or blue areas here are public lands in the northeastern part of the state. We used your three inventory classifications: open use, restricted use, and non-use. We added two items. We wanted to determine present and potential heavy use areas. The districts gave us data from this initial look. Much was done just from knowledge known of the areas. The districts didn't have time for a detailed analysis and we haven't the staff for this now. Russ mentioned percentages of use -- 75% in open, non-restrictive use for off-road vehicles, 18% with necessary restrictions, and 7% in closed areas. On a district-wide basis this percentage varied. In the Susanville district in areas such as shown on this district map, this National Wildlife Refuge area is managed so as to restrict off-road vehicle travel. This is the red area. The orange is where we restrict off-road vehicles to trails and roads. The red areas include campgrounds, historical areas, and interpretive sites where we want no off-road vehicle travel. Eagle Lake is an area that we want to keep in its natural state and restrict off-road vehicle use because of

its high environmental quality. Also, there are areas within the Susanville District where we will restrict use to roads and trails. In our Riverside District, for example, (Jack Wilson will get into more detail) all the public land that doesn't have an orange color, or red color, or purple (designated heavy off-road use areas) is open to off-road vehicle use. Looking at this map of the Imperial Sand Hills, we indicate an area of non-use. It is a natural environmental area of sand dunes - a real significant area, containing certain types of vegetation and animals that need protection. The district has gone into detail, showing areas of known value that would be non-use areas. One problem between districts is that of differentiating between open use and restricted use. Our guidelines lack detail. For instance, on one area there might be minor restrictions such as temporary closure during fire danger. One district might call it an open area, whereas another district might feel that if there is any restriction at all it should be classified as restricted. We had these problems of nomenclature and felt in the field that "restricted use" might not be the best name we could use. Some people have suggested terminology like "conditional use". However, we didn't want to make any name changes as these were recommended by this council. We wanted to try them for a year and determine the effects of the public working with us on these classifications. I feel that when we really start looking closely at the public lands and seeing the type of use that can be allowed (75% open), this initial classification could drop considerably. It is also likely that after we get manpower to do a detailed analysis of off-road vehicle use we are going to have many more areas in the "restricted" type classification.

Harris: How much of the state have you gone over, Craig? Have you gone over all of it? You only showed two districts.

Tocher: I used two districts just as an example. We have covered all six districts. We have done analyses like these on all the districts, so we have taken an initial look at all the public lands.

Harris: Fine. We will hold questions until detailed reports are given.

INFORMATION AND EDUCATION EFFORTS

by

JERRY HARRELL
Information and Education Officer

Harris: As you recall, we also asked that there be an information and education campaign. Now, that report from Mr. Harrell.

Harrell: My report will be in a checklist. We identified a five part program. Three specific actions are to be taken and two are of a continuing nature - continuing work with user groups, continuing assistance by the State Office to the District Offices. First, was printing a sufficient quantity of "Operation ORVAC", the full report of the council, to have it available for organized user groups. The first printing was evaporating so fast that we thought we would need a thousand or more. We decided to try 500 and give strict distribution of the full report to groups that could really use it. The second phase was to produce the summary report - the popular, inexpensive, very short version, for the individual who wanted to know what we were doing, what he could expect in the way of guidelines, regulations, etc. We printed 20,000 of these at a cost of approximately 1¢ each. They disappeared in four months. We are in our second printing now of 50,000. The initial rush has slowed but we still are moving out 300 to 700 or 1,000 a month. Russ mentioned to you the widespread interest that ORVAC has generated. Paul Howard from the National Audubon Society met with us just this week to discuss the desert program. He saw this for the first time and said his people would be interested in that. I think that Paul was saying that the Audubon Society's bag, if you will, may be birds but here we are talking about an environmental program and they are interested in it. So he is taking some back to the Society. The third specific action was the development of a slide show in cooperation with the three districts that were feeling the impact of off-road vehicles the most: Folsom, Bakersfield, Riverside. It has been shown a number of times in the districts, and I will run thru it for you this morning. As I said, the other two were recurring programs - assistance to the districts, issuing news releases, feature articles for the mass media, and so on. One tool we found very effective is "Newsbeat". Some of you may have seen the articles on the workings of the district councils on off-road vehicles here, and we have reworked all our lists to make sure that all the news media in the state are receiving "Newsbeat". They are, and the

response has been good. They tend not to pick up this material verbatim, but to contact us and ask for more information. This has led to good responses from the media. Finally, to assist districts in continued contact work with user groups and such special media people as outdoor and environmental writers - this is a continuing program. With that, I would like to run thru the slide show, which we have entitled "Operation ORVAC".

Penny: While you are getting set up I would like to add to that. This has to do with the desert program, but is closely related to ORVAC. The newspaper media has given us a lot of service lately. The "New York Times", three weeks ago, in the Sunday feature article on the front page, had a lengthy article on the California Desert and some of the things that should be done there. This was picked up in many papers throughout the west. Also, there is the "Reader's Digest", which is to have an article in July called "Trouble on the Mojave" having to do with the things we are talking about in the desert.

Harrell: As we go thru this, I want you to keep in mind that this was designed for use before groups, 4 wheel drive groups, motorcycle clubs, sportsmen groups, etc. I don't think any of you will be hearing things you don't know already, but it has been new to some of the groups.

Slide

These are some of the public domain lands of California.

Slide

These lands, nearly 16 million acres of them, extend from the Southern Desert and Death Valley

Slide

through the Owens Valley

Slide

and the gold country of the Mother Lode in the Sierra Foothills

Slide

to the rugged King Range on the timbered north coast.

Slide

The public lands of California are filled with variety - a variety of terrain,

Slide

of plant life,

Slide

and wildlife;

Slide

of spectacular rock outcroppings,

Slide

and timbered mountains,

Slide

and vast desert and range lands.

Slide

These lands are managed by the Bureau of Land Management for multiple use. They produce timber, minerals and food. They provide valuable watershed and wildlife habitat.

Slide

They also provide the wide open spaces for all kinds of recreation - dry lakes for sand sailers,

Slide

collecting areas for rockhounds,

Slide

a place to hike,

Slide

to photograph wildflowers,

Slide

to hunt and fish,

Slide

or to ride or drive off-road vehicles.

Slide

Management of the land for natural resources alone is a complex process - range technicians work with ranchers to maintain forage producing capacity of the land. Foresters manage timber resources for sustained yield.

Slide

Wildlife specialists manage habitat to insure the perpetuation of fish and wildlife species, including such rare fish as the tiny Mohave Chub. These are all traditional uses of the public lands, and demands upon these resources are increasing.

Slide

But the fastest growing use of the public lands is recreation. And the management of this use becomes extremely complex because it involves large numbers of people. BLM has the expertise to manage natural resources, but the problems posed by managing or controlling swarms of people and their uses of the land are new and perplexing.

Slide

Of all the recreational uses, the growth of off-road vehicle use is the most dramatic. There are now nearly a million off-road vehicles in this state - as many as these machines in California as there are people in the neighboring state of Nevada.

Slide

We first took a look at this rapidly growing use in 1968. What we saw convinced us that we could no longer ignore such use of the land, nor the wants and needs of the users.

Slide

In several studies we have made of the public lands in the past three years, we have found many surprising facts. We found that motorcycling alone accounts for more than two million visitor days of use of the public lands each year, from single-family use to group events with 100 to 2,000 participants such as this Barstow-Las Vegas race.

Slide

We found that people liked to drive dune buggies

Slide

and trail bikes

Slide

and four-wheel drive vehicles - either just for fun or in organized events. We found that all recreation use amounted to nearly five million visitor days annually in 1968, and we know that this use is increasing all the time.

Slide

We found that this use generates conflict - conflict between different kinds of users, between the land and machines, and between private landowners and public land users.

Slide

We also found damage to resources,

Slide

disregard for rules,

Slide

and almost universal littering.

Slide

But we have found an increasing awareness among off-road users of the need to control littering and the resulting degradation of the land.

Slide

Our Johnny Horizon program, not yet three years old, has been very well received by groups, clubs and individuals.

Slide

This response has been of great help in furthering the program, and we are very pleased to work with the off-roaders. Much remains to be done in this area however, and we look forward to continued close cooperation with these user groups in future efforts.

Slide

Off-road vehicle use is clearly defined as a legitimate use of the public lands in the Interior Department's regulations, just as many other uses, and, just as any other use, it must be a managed use to prevent its becoming a destructive use. If overuse by grazing livestock damages a range, such as on the left side of this fence, we don't stop cattlemen from using all public lands. But we certainly do discontinue use of that particular pasture and, using all our experience and technology, seek to restore it and to assure its wise use in the future.

Slide

Forests are managed under the same philosophy - woodlands can produce a sustained yield. Under proper management, they do.

Slide

Of course, management of off-road vehicle use is not this simple, it involves many more people. It involves cooperation between individuals, groups and agencies.

Slide

If we are to continue to be able to enjoy our public lands for this use, and to protect and preserve their resources as well, we must have a reasonable plan for this use and protection for the resources. Realizing that it is the people who will ultimately decide what use is to be made of their land, we contacted the user groups in 1969 and asked them to help us develop guidelines for the management of off-road vehicles.

Slide

The result was the formation of a citizens council composed of representatives of user and interest groups. Their aim was to advise BLM on how to provide for the reasonable needs of off-road vehicle users and, at the same time, minimize conflicts among users and properly protect the resources, such as this ancient Indian intaglio which has been damaged.

Slide

The advisory group was called the off-road vehicle advisory council, or ORVAC. It met several times and, in February of 1970, made its final report and recommendations. Guidelines for management of off-road vehicles were published and we are now beginning to put some of ORVAC's recommendations into effect.

Slide

One important recommendation of ORVAC concerned enforcement. We are still hampered in our management capability by lack of enforcement authority and by lack of properly qualified personnel, needed to provide protection and services to visitors as well as protection for the land and its resources. The ORVAC recommended that BLM be given this enforcement authority, along with properly trained and equipped personnel.

Slide

The ORVAC also recommended that all off-road vehicles be registered. This recommendation is intended to establish a way of identifying off-road users, and would aid in communication, education and enforcement. Such a program should not be revenue producing. In fact, ORVAC recommended against user fees.

Slide

Let's take a look at procedures. An important step in management of off-road vehicles is delineation of areas that require special attention. Therefore, we are inventorying the public lands to place them in one of three categories: those areas that can be used by off-road vehicles with the fewest possible restrictions, such as the Imperial sand dunes.

Slide

Those which should have the use controlled seasonally or intermittently in accordance with special needs of the area, such as bird nesting.

Slide

And those which have values that must be protected or hazards to users to the extent that they cannot be used at all.

Slide

To help us identify the needs, desires and special problems of the users, we have formed citizens councils at the local level, to bring their expertise to bear on the problems involved, and to permit better expressions of local needs. We have had fine cooperation from these groups with information furnished by them and inventories provided by our own technicians, we are identifying areas of use and those in need of protection.

Slide

But cooperative citizens and a management plan are not enough. We had both of these for the Panoche Hills in western Fresno County, in the Bureau's Folsom District.

Slide

In 1966, the Bureau of Land Management issued a permit for small trail bike enthusiasts to construct a trail at Panoche for their annual competition runs. They enjoyed riding in this challenging country, and used it for two years.

Slide

Word spread of the area's desirability for riding, and the bigger bikes moved in. This created conflict between two recreational uses which at first glance might seem compatible - even identical.

Slide

But the big bikes destroyed the trail, and the riders of the small machines were forced out.

Slide

Panoche also provides good seasonal grazing for sheep, and uncontrolled cycle use began to interfere with ranchers' use of the range.

Slide

Upland game birds nest in the area, but riding in their habitat scatters young broods and destroys nests.

Slide

Clearly, something had to be done. In early 1969, the area was temporarily closed while a management plan was drawn up.

Slide

When the Panoche Hills were reopened, the area set up for intensive use was delineated by signs. Rules for use were prepared, posted and distributed.

Slide

Even when the area was supervised, only half the people stayed in the prescribed areas and obeyed the rules.

Slide

And there weren't enough people to supervise. Sheriff's deputies tried to help, but they couldn't spend enough time in the area.

Slide

The sad realization came at last - without people to enforce rules, without proper sanitation and service facilities, management was impossible, and Panoche Hills has been closed indefinitely.

Slide

We don't want a repeat of the Panoche Hills. We want the off-road recreationist to have a place to go. We want him to be able to use the public lands at locations, and in a manner, that will not conflict with other legitimate uses, nor cause damage or destruction to the land and its resources.

Slide

To insure that this can happen, we are making three main efforts right now. These are: work with local advisory groups, land and resource inventories, and an education effort aimed directly at the user. We want the off-road vehicle user to understand the need for management, and to understand the need to protect fragile resources if they are to be saved.

Slide

To further enhance management of the various areas, we are issuing letters of authorization with stipulations to protect the resources from damage. Eventually, we may begin use of the permit system provided for in current regulations. Sponsors of structured events would be required to apply for a permit in cases where a spectator or entry fee is charged, or where participants complete for prizes, trophies, or points, or where non-competitive events involve large numbers.

Slide

Small club runs, family outings, and the like, will not require permits.

Slide

The completed inventory and our work with the advisory groups should provide for the reasonable needs of all users. First, we will identify areas which may be used. Later, as planning and funding progress, we will install improvements which will make the use more enjoyable.

Slide

The information-education effort will be expanded both by Bureau personnel and user groups who have volunteered to help, to the extent that we will be able to publish maps, brochures and articles, and make use of such mass media as newspapers and television.

Slide

In the meantime, we will continue to work closely with user groups to gain their advice, cooperation and assistance for self-policing. In the end, the people -- people who own and use our public lands -- will decide what their fate is to be. Certainly, an informed public will want to take care of this great heritage. It must begin here and now, with people like you.

DISTRICT PROGRESS
INVENTORY & COMMITTEES

by

JACK WILSON
District Manager, Riverside

Harris: Now we will hear from Jack Wilson on district progress on inventory and committees.

Wilson: Thank you, Howard. So many events have transpired since the last time this committee met that I hardly know where to begin.

Several were occurring concurrently, so the best way to sort them out would be in terms of results rather than in means.

ORVAC's Report in June 1970 showed that if we were to do the items required, a lot needed to be done to understand the problem. Accordingly, a small internal task force including Earl Carie, Chief of Resource Management; Jim Garner, Chief of Operations; Bill Flint, Information and Education; and Mario Lopez, Acting Area Manager, were set up to do the following tasks:

1. Devise procedures for district personnel to use in monitoring motorcycle events.

2. Have the office subscribe to all pertinent off-road publications.

3. Prepare a glossary of motorcycle terms.

4. Recommend types of motorcycles this district should buy in case we want to purchase some.

5. Find a way to prepare and distribute maps to the motorcycle users. You can see our land patterns are not the best.

6. Line up a trailer to use on weekend surveillance trips for this season.

7. Set up a motorcycle coordination and communication system with the Bakersfield District Office.

8. Set up a communication network with motorcycle users.

9. Prepare a slide program suitable for user meetings.

10. Coordinate this District's motorcycle activities with Southern Pacific Land Company.

Most of these items have been completed, and there was willingness and cooperation from many people. I am handing out one of the by-products illustrating the "growing pains" we are having. First we found that we bureaucrats didn't comprehend cycle jargon. We (at least some of us) didn't differentiate between a "cc" and a "TT", and certainly a "wheelie" conjured up all kinds of confusion, so, in cooperation with Ron Sanford of Cycle News we developed a glossary of terms. It isn't designed to be all inclusive, but to give us a working knowledge so we can hopefully communicate intelligently. We also are aware that other off-road vehicle uses have terminology that we must document, but this will have to await further developments.

We then attempted to implement the ORVAC recommendations regarding management category areas. We found that we had to make some basic assumptions and proposed some minor modifications of wording that helped us in our thinking. Some of these assumptions and changes follow:

> Establishment of categories was based on the ideal situation of having ample enforcement capabilities and authority. With this in mind, we applied the least amount of restraints that we thought would be necessary to manage the resources. With only limited enforcement capability, actual application may necessitate greatly simplifying management by either opening or closing many areas that the map now shows as restricted. Based on the optimum situation, we could tolerate more open type areas than we can with very limited staff. As we learn more about them we will have much more precise recommendations.
>
> In establishing categories, the "near future" was used in estimating use patterns. Large areas were left open since only moderate use is anticipated and damage is not expected to be severe over the next few years. As use or the anticipated amount of damage increases, more restraints may have to be imposed on the user.
>
> The words "Conditional Use" were suggested instead of "Restricted" to soften the negative implications of the category. Most of our conditional use areas fall under the "A" - Designated Roads and Trails, "B" - Seasonal Non-use categories or a combination of the two. Special situations such as dates of non-use have been explained in the narrative for each numbered management area.

Some areas subject to fire closures were shown as open on the map since closure dates vary from year to year. This could be misleading in that most of the Southcoast Border Resource Area is closed portions of every year.

All BLM administered lands within ½ mile of paved road were automatically placed in the "Conditional Use - Designated Roads and Trails" category to protect scenic values along major freeway routes.

Since BLM lacks enforcement authority and sufficient personnel to have a significant effect on user groups' activities on the ground, the information-education portion of the program will be of particular importance. It can succeed in getting information out, it can succeed in presenting our program; whether it will succeed in making the user groups self-policing is doubtful. Ideally, much more effort should be launched concurrently with the enforcement-uniformed Ranger Program. Since it cannot be so initiated, extra and unprogrammed effort will have to be expended in the first stage.

Realizing that we are dealing mainly with weekend recreationists, we will have to meet them at their times and on their ground. This will require a great deal of afterhours, night and weekend time by district personnel. In addition, our people engaged in the personal contact phase must be knowledgeable, tactful, mature individuals.

We then began the lengthy process of attempting to set forth the management categories and this map represents our effort to date in this area. The overlay represents the heavy off-road vehicle use areas that we know of, and the map represents our determinations at this time. A word of caution -- this map at this stage in the proceedings only represents our (BLM - Riverside District) thinking and determinations. It has not had public review nor even technical scrutiny by our professional levels. There are huge areas we don't profess to know very much about. You will note that we had to expand the categories somewhat to better understand the explain the category definitions.

About the time we were well into the identification process, San Diego County passed a stiff off-road vehicle ordinance that essentially set forth the requirement for written permission

of the private landowner before one could ride an off-road vehicle. In rapid succession the desert communities of Victorville, Blythe and Palm Springs all passed restrictive ordinances - each slightly more restrictive than the previous one. Then the City of Riverside passed an ordinance that also required the Sheriff to sign an owner permission slip. The crowning blow came in September when San Bernardino County passed a very tough ordinance #1590. A copy is distributed so you can get a general feel for the type of ordinance. Very shortly thereafter all of the desert counties except Imperial passed similar ordinances. So, almost overnight we had a whole new ball game, and quite a different approach was needed. We now found that we would have to greatly accelerate our program to provide an "open" area eventhough all public land, insofar as BLM is concerned, is still legally open until we take some action.

Penny: I would like to make a point. I don't think the decision was made beforehand that you had to have an open area. I made the point that you don't make an open area because someone says you have to have one. The point was that if we could meet the criteria that was established, we make an open area. But we don't make open areas by foregone conclusions, for instance, because somebody closes something, we have to open one. We don't consider that as an end result. You have to meet the criteria, resolve the conflicts, and that sort of thing.

Wilson: Let me express this differently. I think the understanding is the same. The pressures were tremendous for a place to go. All the motorcycles - most of the off-road vehicles had to find some place to go. Of course, they went to the desert. Now, granted, we were not under pressure, we don't have to do anything, if we possibly could, I think this is what we should do. This is the assumption that we took. If we could possibly help, we should do it.

Penny: I am making a very strong point here because it is a point very dear to me. As resource managers, we can't designate areas if we are going to destroy a resource. Now, I feel this right down to the bottom of my heart. When we are talking about resource management we are looking to see if there are areas available where we can resolve conflicts and such. But occasionally in our organization people use terminology like "sacrifice areas". Now, as long as I am State Director I will not go along with the term "sacrifice". I just don't believe in it. I don't think the Taylor Grazing Act allows for it. But on the other hand, when we find a situation where we can set aside areas where conflicts won't develop this is what we should do. We can't have an area like this, for instance, in every community because people want it. We just can't do it this way. We have too many conflicts, and what I think is

important about Jack and his committee - and you will see how they did it, how they went in and resolved these conflicts to see if there weren't such an area. And they found one. I am making quite a point of it because I think it is very basic to this whole thing we are talking about.

Wilson: There is no problem between Russ and I on this. We both think very much the same on it. After I go thru the procedure we went thru I think you will agree that what I am saying is right.

We then started an intensive program to convene a select committee to assist us in grappling with the new problems. Russ asked that I spend a few minutes detailing to you how we formed the committee and the ways in which we got them into the program and functioning effectively.

The most difficult part was in the selection process. We knew we needed a broad support base in terms of users and representatives of perhaps "non-user" areas. We knew we wanted rational people who could view the problem objectively. We wanted people who were knowledgeable in their activities and were willing to share that knowledge to the betterment of all concerned. They must, in fact, be representatives of the particular discipline and have the in-depth contacts to assure that the groups represented were in a free-flow system of communication and, indeed, could "pass the word" effectively. This was a real problem in some areas.

Then we began burning up the wires to get names and check on their ability to meet our criteria; we made individual and mail contacts, and finally arrived at a slate of names. Since this group also was oriented toward San Bernardino County problems, we then discussed the proposed names with both the technical and political entities of county government. Then we asked the people involved. Out of 22 asked, only two refused - both for good reasons. I'll pass out a list to let you know what kind of people we have on these.

Our first meeting was patterned very much after your first ORVAC meeting; it was mainly educational in nature. BLM pretty well carried this meeting in describing the missions, orientation,

and providing materials, i.e. maps, policies, etc. At the end of the meeting, we set forth the first major task for the committee - help us find an area we could "open" for off-road vehicle use.

At subsequent meetings (we've had six now) we plowed in the intelligence provided by the committee; went over the data, and tentatively arrived at areas that we thought might meet the purposes.

We started with the areas we knew were important to the off-road users. This particular first effort was oriented primarily to find some place where the recreation type cyclist could go. We were not thinking too much about the organized racers and that type of thing. Right off the bat we could eliminate some because we couldn't do much about it. They arrived at 3 areas they wanted us to look at in detail. One of them was the El Mirage Dry Lake Area, another was the area south of Barstow we call Stoddard Wells Area, another was the Johnson Valley area. This was the combined efforts of this whole group.

Then the Bureau went to work and made our detailed studies. Fortunately in these areas we did have our unit resource analysis and management framework planning done. Our problem was mechanical then because we had to build maps up to a useable scale. Most of our URA work was done on a very small scale map. I would like to spend just a minute going thru with you to show you the kind of things we had to come up with. I do this because I'm sure that any endeavor such as this where resources are critically involved you have to go thru this mechanism and you have to do many other things.

This map represents two of the areas we talked about. Many of these lands are fragmented - as many as 60 owners. The Stoddard area has 600 private owners. This first overlay shows wild-life habitat. Here is the Stoddard area right in here. Once you get down into the range here you start picking up a very heavy concentration of upland game birds. There are a few scattered burros in here. In Johnson Valley we find almost no wildlife. Vegetation is very poor. This was checked by your outfit, Larry. The former warden in the Barstow area probably knows that country better than anyone alive. He plotted these along with our people. We were confident that we had a good handle on the wildlife. On 2 areas we are talking about there is very little wildlife.

The next thing we tied into was the recreation classification. This is a procedure determining various recreation resources. It considers aesthetics, scenic wonders, etc. The Johnson Valley is a much bigger area, varying from moderate to slight in recreation value.

The next thing we considered was grazing. We didn't attempt to put complicated vegetative type lines on. Some of this area is good for wildflowers. From the user standpoint we were really only involved in one grazing lessee here - one of Bob's friends up north - and one back here in the Johnson Valley area.

Another major resource we have to contend with is minerals. This country is well plastered with all kinds, as shown by the symbols on the map. It was important to us to determine areas of mineral use because we would have to spend more time ascertaining mineral hazards. In the Johnson Valley you start picking up quite a few things - copper, iron, silver, major limestone mines over here. The whole area is chewed up with mining claims. This area over here isn't bothered much with mining problems. These are the essential resources that we have to contend with. There may be others - I don't think so.

We had a call from someone the other day that was very concerned about the turtles in the area around Barstow. This area has a good population of desert turtles, and they wanted permission to transplant them, if we were going to designate the area. That's one we missed and I expect there are others we will miss.

With all this information available, the committee then wanted to go out and see for themselves. To their credit, they did. We spent a day in that country in 4 wheel drives, furnished by one of the Riverside 4 wheel drive clubs. They got a real good look at the country. After considering all these things, the committee then recommended that we use the Stoddard area as a trial area. We are now in the process of trying to do that. We have to make the hazards safe, which involves taking care of several mining shafts. We have to mark the private land on the ground in some manner. We have to work with the County planning people, County Supervisors, Sheriffs, etc. We have to complete our environmental impact study now in process. It is being done in cooperation with the San Francisco Land Company who has a full time ecologist. After all these things

are done, then hopefully we can identify this area as a place where off-road vehicles can go. There are some major areas yet to consider. Perhaps the most difficult is some way to designate our categories. Open, restricted, or whatever it might be. We should be able to supply maps of different areas showing the different categories. Of all the maps presently in use none really lend themselves to such a presentation. One recreation map presently in use in the district had to be reprinted. The URA maps would be much too large and much too expensive. Our feeling is that every effort should be made to revise recreation maps in these areas.

The public isn't waiting for us to provide maps. One company has used our records and made up maps to sell. They aren't accurate. We have had to come up with this "interim" map that will sell for probably 10¢. This does pretty well identify topography, major roads in the area, etc.

Penny: Before you go, Jack, could you outline approximately the area you are talking about - the size or acreage?

Wilson: We looked at about 87,000 acres in the Stoddard Wells Area and tried to come up with about 12,600 acres. All public land. That is the area we were looking at. That is the area that shows on this map.

Cloyd: That was out of the area that you showed where there was a small amount of wildlife?

Wilson: Yes.

Edmiston: Jack, speaking of the turtles - the Desert Protective Council has had many serious questions. It seems the turtle likes that area and it is a fully protected endangered animal, maybe not because it is so few in number, but because it is so vulnerable. And there is some discussion and studies released indicating that you can't just pick them up and relocate them. They tend to go back where they came from. They are an animal that has to have a large area due to living on the desert. What in-depth consideration are you giving the turtle?

Wilson: I would have to answer that we didn't even realize it was an important consideration until our attention was called to it about a week ago. I quite agree with you. I don't believe they will transplant. We really don't know how many are involved. It is something we will have to find out more about and consider in our environmental impact.

Edmiston: But it is being noted?

Wilson: Very much so.

Cloyd: Jack, one more second. That area down there - yes - that area there. Do you generally find that the areas that have the other resources, for instance the wildlife, and some of these other areas generally have the same kind of features that the off-road vehicle users are looking for?

Wilson: I'm not sure I can answer that Larry. I don't think anyone has identified what is important to them. You seem to find off-road vehicles anywhere. Some search out the most desolate areas you have, maybe the motorcycles prefer varied terrain, soft soil, not sandy, but soft. They don't like brush, they don't like rocks. Each has his own characteristics. I don't think anyone has done a study. Our first consideration is to try to find areas desirable to them. Does that answer what you were asking, Larry?

Russ asked me, also, to spend just a moment on what we try to do regarding a particular event. I have a short slide series to run thru.

Slide

What we have learned in the 14 months since this council published its report has certainly reinforced the philosophies, ideas and recommendations that were contained in the publication.

Slide

We feel that we have made considerable progress in setting up procedures for management of off-road vehicular use, and we have also found that much more needs to be done, that we must continue to search for ways to do the job better, despite the fact that we may never have all the tools for the job which we might like.

Slide

By applying procedures recommended in Operation ORVAC, we have a great deal more understanding of off-road use, particularly motorcycle use, than we did, say, a year ago. As a result of our efforts, we are now receiving requests for permits for some of the special, or organized events, and are thus able to exercise control in planning and placement of the event before it occurs.

Slide

These photos are a composite of several events for which we have issued permits, and they typify the procedures we have tried to follow.

Slide

When a race is planned, we obtain a map of the area with the proposed route on it in the initial contact with the sponsoring group.

Slide

From knowledge of the area already on hand, our Area Managers and their people are able to make a preliminary study for possible conflicts which might be induced from, say, the land ownership pattern.

Slide

On-the-ground examination is then made of the route to check for problem areas not previously known, such as conflicts with wildlife, which could occur around this quail guzzler,

Slide

danger to participants,

Slide

or safety,

Slide

or comfort of spectators as well as participants.

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Aesthetics of the area are also considered. In addition to transient features such as wildflowers during their short growing season,

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the possibility of permanent scarring, easily seen from a highway, is not overlooked.

Slide

In some cases we have set up study plots, or transects, to determine what effects the use will have on soil and vegetation.

Slide

Observation and study of these areas at intervals should provide information on the damage, if any,

Slide

and disclose the regeneration or recovery time.

Slide

During the event, BLM people are on the ground to observe and to check on compliance with rules and stipulations of the permits issued. Presence of these people has bolstered our management capability, in letting the users know that we are serious in our intent to manage this use.

Slide

Follow-up is made to assure that the area has been left clean, and to make immediate assessment of the effects of the use.

Slide

We have also taken before and after photographs of use areas. These, except in cases of very heavy or very damaging use, have been inconclusive,

Slide

but should be continued in conjunction with closely controlled transects or study plot techniques.

Slide

First results of our efforts are promising. We have confidence that the procedures are effective, and that, properly applied, they will lead to successful management of off-road use.

Slide

In one case the Barstow to Las Vegas Hare and Hound run, which had over 2,000 entries, we were "on top of it" enough that at the last minute we were able to alter the proposed course to lead the riders away from an important historical site (Old Spanish Trail) which the planners of the race had unknowingly planned to traverse.

Slide

I wish I could say that we have been able to apply all these techniques to all events, but unfortunately I cannot.

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Various constraints such as basic manpower, funding, program commitments

Slide

and our lack of a complete inventory of the resources involved,

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have dictated that we expend less effort and funds and consequently exert a lower level of management than would be desirable.

Slide

We are hopeful for the future though, for we are adding to our knowledge and expertise with each experience and our efforts in years to come, even using only the resources we now have, will undoubtedly result in even better management.

Wilson: It isn't all a bed of roses. I would like to read just one letter I got just the other day. One of quite a few, incidently.

"This is in reference to your consideration in opening more than 100,000 acres of desert land to off-road vehicles and motorcycle use. I am concerned and surprised that a man in your position is supporting such destructiveness. Motorcycles are a menace and you know that as well as I do. They cannot and will not stay in defined areas. There are some motorcyclists in my neighborhood that take off for the desert every week-end. Before they go they make a full circle of the block and make sure that everyone is awake and knows it. 75% of these riders are law breakers and the sooner they are stopped the better. Motorcycle ownership should be discouraged by stricter laws and higher taxes instead of by encouraging them to ride on our land. I hope you will change your mind and take more time to protecting our land instead of its destruction".

And finally, as a now "short-timer" in this tremendous effort, I sincerely want to express my thanks to each of you; to the members of our high desert committee and our sand hills committee and to the many people who have gone out of their way to help us. Especially I want to thank my very dedicated staff for their assistance. I'm still naive enough to believe there is a place for everyone, and his enjoyed activity, if concerned and dedicated people such as these will work together.

Thank you so much.

DISTRICT PROGRESS
COMMITTEE & AUTHORIZED EVENTS

by

ROBERT SPRINGER
District Manager, Bakersfield

Harris: Now we will hear from Bob Springer on committee and authorized events.

Springer: Russ and Craig have already touched on this, so I am going to just hit the highlights of our district. We have developed our "Letter of Authorization" around the BLM manual. It includes stipulations about such things as litter, sanitation facilities, damages and liability. We haven't been using these letters too long so we really haven't fully tested them to the extent we would like to. We believe that usually they are effective. Two cases where they were not - a group came in and wanted to run thru Red Rock Canyon on a 100 mile trail. We asked them to change 9 miles thru the edge of Red Rock Canyon, going into the State Park; they agreed to it. We went out on the Sunday to check, and when they ran the race they did not change it at all. I hear even some of the club members are wanting to drop from that particular club. In another case we issued a permit starting in the Bakersfield District and went down into the Riverside District and came back. I think the riders stayed on the trail, but one 12 year old boy went off about a mile off the trail and pitched into a hole 210 feet deep.

On inventories we started primarily in eastern Kern County, as that is our heavy use area. The District Outdoor Recreation Planner and Area Manager field examined approximately 525,000 acres within the Potpourri, Ridgecrest, and Cache Peak Planning Units for suitability to off-road vehicle use. This was accomplished by use of our three new motorcycles. We have 2 hundreds and a 90 honda to use in this type of work. We are familiar with our other resource areas, but found that really to get to vehicular use this was a good way to cover areas where even a 4 wheel drive wouldn't go. The major purpose of this field examination was to gather data for our district committee, consisting of 13 members. I will not take the time to read them, but they are similar to this committee.

Our first meeting was January 14, 1971. Craig presented some slides similar to what you just saw. It was just a general organization meeting. On February 27, 1971 we had the field trip and toured Dove Springs Canyon, Jawbone Canyon Area, Ridgecrest area, El Paso and Rand Mountains. Our third meeting was April 14, 1971. We had a base map of eastern Kern County with 7 overlays of livestock, wildlife, existing recreational use, mining hazards, land pattern, watershed and fire danger. Each member presented his ideas about the study area. The Area Manager and our Recreation man added their comments. The committee asked that the area be broken down by terrain, resources, and so forth. So the Area Manager prepared a narrative breakdown; on this total area of about 500,000 acres we have 10 different areas. We made small legalsize maps. Sent the narratives and maps to them and they had 30 - 45 days to study them before they came back into the next meeting. We have a few more conflicts I think than Jack does, because of the wildlife and the grazing problem. We have 15 - 17 sheep operators in this area and 3 - 5 cattlemen. Maximum number of sheep for 1 operator is 20,000 and cattle is about 5,000. Last Tuesday, we had our 4th meeting. We got down and started covering the 10 areas. We asked the members to consider the overall objectives and give us recommendations. We started out with Area 1, which some of you are familiar with. It is west of Highway 14 and north of Walker Pass. They recommended, because of the scenic area and the wildlife in the area, that use should be restricted to designated roads. Next we went to a different area - the Dove Springs Area. Again they said the high country should be restricted and lower areas open. Again this was a heavy use area. They went to checkerboard areas where we are heavily involved there. First, they said it should go into non-use because of the land pattern. Then they got to kicking it around - the same thing that Jack brought up - our committee has trouble in determining just which one of these areas they want to put it in. They would like to put it in an open area with restrictions. The motorcyclists want it open, the other people may want it open but with restrictions. So we have some problem as to how they would designate these areas. Finally, on the checkerboard areas they said generally it's non-use because of land pattern, but if there were a public road into any one of these sections where we have real heavy use, particularly for hill climbs, dune buggies and motorcyclists, then in this non-use area generally this area could be closed out. So they ended up putting that into restricted area. We had another area that they put into

restricted for just several months of the year because of the sheep grazing and sheep trailing. In the El Paso Mountains they asked for non-use and just the major roads be open. We didn't get to all 10 areas because of the time. But we did cover the major portion of the area. There wasn't always a majority. But in most cases I don't think the minority group was really too objectional as to what the recommendations would be. When we got these recommendations, and many were "restricted", they wanted us to map those, give our thoughts, and come back to them for another look. So we still don't have the areas designated. But these are the steps we are taking. They passed two resolutions for me to pass on to you. One, they think all off-road vehicles should be licensed for identification. And, majority of the group thought that all bikes should have mufflers. Two members of the motorcycle clubs did not vote; one agreed with its principal, but because of opposition in the club, he voted the other way. They were unanimous on the registration. No fee, but registration for identification. Jack mentioned this also. We should get our outdoor planner down there to attend the meeting. We sent a list of all their members to our members and encouraged correspondence between them.

We have had excellent press coverage. In fact, the writer covering the Federal Building sits in on our meetings and gives us real good coverage. The Bakersfield Californian covers the entire area, but we also have contact with the Bakersfield News Bulletin and the Antelope Valley Press. The local Ridgecrest paper has been kept informed by one of our committee members. We have had television coverage several times. As the committee was being organized, of the 3 local television channels, 2 came and took pictures and had short comments on the evening news.

Public inquiries and authorized events - this is since January 1, 1971: We have had about 25 written inquiries concerning motorcycle use in general, and about 10 across the counter inquiries. My staff and I have given about 10 - 15 appearances before groups, clubs, and government organizations since the first of the year about ORVAC. We have issued letters of authorization to 8 different clubs since that time. That is the actual count to date. Most of these have been in the Rand Mountain area 20 miles south of Ridgecrest, California.

One of our authorized events which hasn't been run yet is a European Scrambles Motorcycle Race just north of California City. It will be a 7 2/10 mile route within the letter of authorization and is well within the criteria we presently impose for organized events. They have agreed to it. Of interest to us is that this event will be held five different weekends - 2 in May, 2 in June and 1 in July. There are 4 heats each weekend. Therefore, the route will be used 20 different times. Approximately 1,500 riders will be entered in the event. We checked this concept out with the State Office, and it has been determined that an excellent opportunity exists for a study of this area. We will make photo stations and document the entire matter. One of my Area Managers got his last word in here - he has typed on the bottom here "we need more money and people". I had some letters of authorization that I was going to read, but I don't think I will because of time. I do have films, if you would like to see them. It will take about 10 minutes. On one of these, our photographer was from the Naval Weapons Center. He contributed his cameras and time from a plane. On the second film the time and camera was donated by Channel 29 and one of its news broadcasters in Bakersfield. This just shows you generally what we face out there in the District and what we have to write our letters of authorization on.

Harris: Due to time, why don't we see these when we come back from lunch. Now lets have Del Vail.

Springer: While I'm up here, I would like to thank this group. I have enjoyed working with all of you, and I think I will miss California. Thank you.

DISTRICT PROGRESS
PANOCHE - RECOVERY

by

DELMAR VAIL
District Manager, Folsom

Vail: The last time I spoke to you, the Panoche situation was a closed gate.

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The situation has remained generally status quo, with only one significant attempt to break the closure.

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The area behind the gate looked like this

Slide

but in the past year, erosion conditions have progressively worsened and we are experiencing more gully erosion.

Slide

In view of the continuing situation, we have initiated three separate projects on the area. They are (1) An immediate action program to recede the more severely damaged areas. (2) Conduct a research program to determine better methods for rehabilitating the area and examine what types of vegetation would be best to use. (3) A research project to determine the amount of soil loss as a result of heavy use and soil compaction. The initial immediate action program was recently completed with approximately 55 acres being rehabilitated. On the gentler slopes

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the area was disked

Slide

and then furrowed at 30 inch intervals.

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The furrows were then seeded

Slide

by a cotton planter

Slide

with different mixtures of Pubescent wheat grass, Harbinger Medic and in some areas browse seed that was furnished by the California Department of Fish and Game and Agriculture Research Service. Since much of the use occurred on steep slopes, some method had to be found to rehabilitate these areas. One method that we experimented with was adapted from the California Division of Forestry

Slide

where they used a ball and chain method for clearing fire breaks. This was done by using a bulldozer,

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anchor chain and submarine flotation ball. The anchor chain was 40 pounds per foot, the flotation ball is 5 feet in diameter and is filled with water. It weighs approximately 1,500 pounds empty and 3,400 pounds full.

Slide

The area was then seeded by hand at the rate of 8 - 10 pounds per acre.

Slide

So far, rainfall has been scarce. We have had some sprouting but unless sufficient rain is received, we may have to replant the area. The third phase of our research project to determine soil loss is also under way.

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The area was examined by U.S. Geological Survey personnel and locations for catchment basins were staked.

Slide

Construction of the catchment basins was done in cooperation with the State Fish and Game Department on a reimbursable basis.

Slide

The final step in the construction was spreading bentonite

Slide

to prevent loss of moisture through the dam.

Slide

The bentonite is scattered on the surface at the rate of 1 - 2 pounds per square foot and then covered with a thin layer of soil.

Slide

Three reservoirs are being used in this research program.

Slide

The reservoir at the bottom of the picture is actually the up-drainage reservoir. This reservoir will gather and hold water off of the test area. The reservoir in the middle of the picture is to gage the run-off from the use area. The third reservoir at the upper portion of the picture is to gage the run-off from the control area where little or no use has been made. The area is fenced and gaging stations

Slide

are installed to record the amount of run-off.

Slide

Transects are being located on the slopes by Geological Survey people to measure the amount of soil loss in both the use area and the control area.

It is expected that this experimental phase will last for five years.

DISTRICT PROGRESS
COMMITTEE PROGRESS

by

JOHN LANZ
District Manager, Ukiah

Harris: Now, I think we have time for John Lanz.

Lanz: Thank you, Howard. I see that brevity is the keynote. One reason I was asked to speak here is that I just completed setting up a committee. It might be of interest to some managers who have not quite gone thru this yet. Our situation is completely different than you have heard before. Up in Ukiah we are dealing with a relatively small and fragmented land pattern. The total district only has half a million acres. It is of a completely different character. Much of the land is covered by either chaparral or brush, or timber type. Some open - some grass. When I first went thru this I thought, "Do we really need a committee? Has the time arrived for a committee in a district such as ours?" The answer seemed rather obvious. Locally, we had what we called a Natural Resource Council. This council was a group of interested conservationists, that came together as a community to talk about conservation problems. One subject that came up was that of off-road vehicles. When that discussion came up the hall was filled. The word got out, erroneously, somehow, just before this meeting, that BLM was closing off vehicle use on Cow Mountain. Cow Mountain is a block of 55,000 acres of land just east of Ukiah. It gets a fair amount of use by dune buggies, 4 wheel drive and motorcycles. Somehow this word got out and my office was overrun with people, asking if we were going to close off Cow Mountain. That was part of the reason we had such a big meeting. In discussions with some of the local people, they said that they were not organized. These things all tie together. I'll get around to it. At Russ' previous meeting here, there was a girl, Jan Domangue, and Jan was interested in organizing a group. I got our group together with her. As a result they formed a 75 group member dune buggy group right there in town. Rather impressive in a small community. Anyway, with all this background I said, yes, maybe this is the time and place to form an off-road vehicle council and get some effective use from it. Then I said to myself, "Just how do you go about it?" First I had to decide what were the major user groups on our particular type of public lands. Then I got the cooperators,

governmental agencies, and put a member ceiling of 14. "Now," I said to myself, "I can go and hand pick the people I want on the council, that's one way to do it. But the thing I want is once we decide - for instance, the Sierra Club is one - I want the Sierra Club to feel that they are represented - that is the important thing". So I went to the top of the Sierra Club, said "I am thinking of having this council - are you interested in being on it?" Everyone of the groups which I contacted wanted representation. I related a little about your committee here. Each one I contacted knew about this council and knew of its worth. Many of them read your report. You folks have plowed thru ground that has not gone unnoticed. Your work is well known throughout the state. So I talked about - do you want to be on the council - yes - do you know what we have been doing - yes - now who do you think should be your representative? So in each case, the representative has been named for me. So we have a 14 member committee and I think our pattern is similar to what you have already heard, and I won't get into that.

Organizational meetings - field trips - and then get to work. My analysis of what this committee might do for us went something like this: We've got certain areas in which I would like specific recommendations for use. I want the committee to give us their recommendations. Then there is one other thing that I'm not sure that I heard here today that I'm interested in. And that is some discussion on problems. Up in our area we have a specific problem that I've discussed with Russ and his staff. It bothers me, and I think it will bother other fragmented districts. Where we have say 2, 3, 5,000 acres of land-locked areas surrounded by private lands the public cannot get to it. There is enough resource values on these lands; now, for instance, timber, that we want to go in and acquire public access. This will involve construction of a segment of road -- maybe 3, 5, 10 miles of road to get in there. We will have to cross thru private land first. Now, when we acquire these roads, we hope, we will buy out the easement fee simple so that this now becomes a public road. We will go in, let us say, and sell the timber. But this also means that that land can be opened up for the public. If we open it up for the public we have many uses - one of which would be off-road vehicles. Now are we ready to open up such an area to public use? As you have heard so many times we do not have regulations, trained people, and all that goes with it. So what do we do about it? So I would like to get a little direction, from this group - what do you think about it? There is one other thing, and it is very small, it will just take a minute. There is still another thing that I would like to get a little direction from the committee and here it is: in 2 instances we have areas of sand dunes - very small - one is up near Eureka and one is north of Ft. Bragg. Land locked - isolated. Only a couple parties can get to them. No public access.

One instance an adjacent landowner is interested, such as Howard Harris, here, and says O.K. you can come on my land, I'll charge you a fee, now you can use my land. When they get on his land they can go right across to the Government land. They can do that now, there is no problem. This landowner says to us "I would like to get a special permit on this tract of Government land". We have said to him, "Why do you want it?" He says, "Well, if I get a permit then I can control the use a little better. Take care of policing the area, keep track of people, I, with Government sanction, control the use of say, dune buggies, on this land." Now, I have suspected, legally this may be possible. It is a bit of precedent setting because we have never given sanction to recreation use like this before. I'm not sure what we are going to do about it. These are the things that confront us.

With that, I will sign off, Howard, and say thank you.

Harris: Thank you, John.

OFF-ROAD VEHICLE USE ON PRIVATE LAND

by

HOWARD HARRIS
Co-Chairman

Harris: I think what you have seen in the slides and film of problems we have on public lands might indicate a place for private lands in this, and sure enough, some people have. The Outdoor Recreation Group in 1960 estimated outdoor recreation demand would increase about 4 fold by 1980, and it has already done more than that. They also predicted that public land would not be there for outdoor recreation pressure, and that also has come to pass. The Outdoor Recreation Commission thought that perhaps private sectors should be encouraged, and apparently it is going to have to be, because nobody seems to be going into the business. A few months back the State Legislature, Assembly Committee on Agriculture, called a public hearing on recreation on private land to determine why people are not opening up their land. After the testimony was given, and some of the problems pointed out as to the reasons, a study group was appointed by the Chairman of the Assembly Agriculture Committee. Larry Cloyd and Al Kramm serve with me on that group. This committee of about 22 represented user groups, recreationists, sportsmen, farmers, many types of government officials, Bureau of Housing, etc, and recently came up with some ideas to put into legislative form. This group decided that the principal reasons private land was not going into recreation were, No. 1 the liability of the landowner -- because there is a duty of having the premises reasonably safe. Apparently a lot of attorneys and their clients bring suit for negligence against landowners who have not taken precautions. A recent supreme court decision says that after people use your land for awhile it is a public thoroughfare. Then again, there is this matter of the maze of laws that affect people trying to get into recreation. I am lucky, I started into this thing 30 years ago before all the rules and regulations were developed. To show you how complicated this thing can get, I have now 32 agencies on my farm regulating me, telling me how to do it. One of the more obnoxious features is people who come to the out-of-doors in vehicles, designed for sleeping. The State Mobile Home Park Law says anybody who lets space for accommodating one of these vehicles is a mobile home park. So when you become a mobile home park you come under the realm of the State Fire Marshal, Bureau of Housing and, as I say, 32 agencies. So life gets a little complicated. One member on the committee went into this thing and first came to Assemblyman Ketchum asking what to do. How do I safeguard the public? They sent him to the

County Sanitarian. The County Sanitarian helped him set up septic tanks for people that wanted to come and hunt. He spent about $15,000, then the State came along and said "now wait a minute - you don't have a license to operate a mobile home park". So he has been threatened with an abatement order. Last week he was ordered to vacate everything within 30 days. In a meeting in Sacramento last Monday we got a moritorium for him. This shows what you are up against. He may lose his life investment as a result of this thing. Other problems are related to these. There is the matter of competition between public agencies. We generally offer things free, or at a low cost, but are immune to all these laws. The Health & Safety Code specifically states that this does not apply to any public park, either county, federal, or any other kind. So with this kind of competition, it is rough. To make things more interesting down on our farm, we recently had a motorcycle race where a spectator ran out where he wasn't supposed to be and got hit by a motorcycle. Now he is suing me for $50,000 plus life earnings. Well, I don't think he will win the suit due to his contributory negligence, but my insurance company has told me that I am not to have any more public events. It also looks like my fee will be doubled next year. Instead of paying $2,600 I may be paying $5,200. This, of course, is going to be one of the problems. I have a couple of slides here on my farm I would like to show now.

SLIDES

Harris: There is the entrance to Hollister Hills Motorcycle Playgrounds. The little country school where I went to school, my mother went to school, my kids went to school and so forth. Here is some of the general terrain. We laid out 25 race tracks. The boys are working out on that hill over there. They said they wanted a challenge, so I came down with my bulldozer, it really scared me. Nobody has made it up yet. It's really a challenge. Here are more trails. People ask me if this is compatible with my cattle industry. It is. We will have less grass, but as far as disturbing the cattle, they aren't disturbed one bit. Here is the race going on and they are grazing away. Here is another one - a race going on with the cattle watching. They do get used to it. This shows what my insurance company is worried about. They are always worried that someone will go wild and ride thru the crowd. An ambulance standing by. One problem that goes with it is littering. There the garbage cans were only a few feet away. It seems like some people just can't take their junk with them. There a few fellows fell down and a couple ran over them, but that isn't really what the insurance is worried about, they are worried about those 2 fellows standing out on that turn. Of all the events we have had in the last 11 years, nobody has been hurt. The most serious injury has been a broken leg. The injuries are extremely few. The worst injuries are when people get out on the freeways after these events and get mixed up going home. Here is another example, some of these people came in campers, that makes us a mobile home park. This gives you an idea of what happens to some of the hills. I came down there with a bulldozer first, and you can see they are stirring up the ground there. As an operator, I am able to say - now next year keep off. This is one looking up the San Andreas Earthquake Fault. This gives you an idea of what it does to the grass. This is a 2 hour operation. The damage to this grass was done in 2 hours. 175 bikes. This is a view from one of the hill tops. Another one of the country. We have a lot of shaded areas - looking at some of those reservoirs. Motorcycles are all over those hills.

Someone: How many acres do you have?

Harris: We have 3,500 acres. Here is one of the events. There are campers - if they stay overnight we have to have a permit to operate a mobile home park. Again the rolling hills. All that that you can see is just covered with motorcycle trails.

Someone: Can they go wherever they want?

Harris: Yes, they can go wherever they want and just have fun. This is a picture of some of the activity we have. The other night I got a call from the sheriff asking what was happening at my place May 1 and 2. I said we are planning to have a motorcross - why? He says we have it on good authority that you are going to hold a rock & roll festival on your farm. How about this? I said - what - he says, why, yes, the San Jose radio station has been advertising bring your bed rolls, there will be rock bands, for all Saturday night and all day Sunday - bring all your friends - we are expecting 50,000 - that ought to be a real ball. Holy smoke, this was hard to believe. I called the radio station and they said yes - it's true. We have been advertising it. One of the fellows that you have a lease with said that he thought this might help the attendance. We would all get rich. Well, it so happens that in our county it is illegal to advertise a rock festival without first obtaining a permit - which is impossible to get. So needless to say - everyone was upset. Including us, because we could see the dope pushing and the devastation, overflow on to the neighbors; next door to us we have a very large winery - we could see the people sampling the wine and dumping the barrels, breaking bottles, and this could have really been a ball - as the radio station said. We had to get an injunction and the Supervisor was very cooperative. The sheriff and his one man staff felt unable to handle it. They saw what happened in Altamont, so the highway patrol had all the roads blocked and we broadcast for 2 weeks that the affair was off. When the time came there was a bunch of hearses full of people that didn't have motorcycles - we only let people in with motorcycles. So far everything is great in the private sector of recreation.

Penny: Weren't you one of the first people in the country that had to have himself enjoined?

Harris: Yes, that very well could be. I asked the Supervisor to ask the District Attorney to keep me from putting on this event. And they obliged gladly.

Now, I think we have come to a very important part of the session and that is this - what is the reaction from members of this group as to where we have been, what has been going on and where do we go from here? I don't know how much preparation you have made, but we want to get out of here by this 3:30 p.m. so we would like to get your reactions, but be brief.
Al Kramm, how about you first, and I am going to ask you this question, what is your reaction to what you have heard - what is your reaction as far as your personal knowledge as to what is going on - people that you have talked to? And, where do you think we ought to go from here, having all this valuable information that we have?

Vail: While he is moving up to the mike I just got an urgent phone call - you know I told you that we had one incident of attempt break-in at Panoche. Well, this phone call said they took all the bolts off the cyclone fence and it is laying wide open. We've got No. 2.

Harris: I'll have to go up there and put up one of my signs about the Hollister Hills Playground.

ORVAC MEMBERS STATEMENTS REGARDING PROGRESS,
PROBLEMS AND WHERE DO WE GO FROM HERE

Statement by Al Kramm

Kramm: As I look over what is happening and see all the rules and regulations that are being passed by various counties and cities, I think we are in a mighty restrictive society where the counties and cities are shirking their duty of providing recreation for their people. And this is pushing it off on to the Bureau of Land Management. I think from what the Bureau has said today they have done a magnificent job in handling a very difficult situation. What the answer to this situation is, I don't know. I can see on one hand that we are on sort of a collision course. Most people who value the environment very much and the natural values are indignant to see places destroyed, and are making regulations locally and otherwise to keep people off. In other words, shrug it off and the problem might go away. I don't think the problem is going away. No one has taken the time to figure out alternatives to keep people occupied. Our young people must be occupied or we are going to get into more of the lawlessness that we have seen sweeping the country. We will get more rebellion from the young people. We are going to get more dope addiction and this is very, very bad now. I do think that the cycling and off-road vehicle use does keep people away from this type of activity. It does keep them occupied, but I think we have to admit that in some places it is quite detrimental to the land and landscape. I am so happy that in the various districts of the Bureau they are trying to find places where this activity can be carried out with the least detriment to the landscape. I would hope that the counties and cities would open up more of their places because I know they have them. They have them along rights-of-ways, they have them in vacant places. Whenever someone makes a proposal on private land to open it up for this type of use then hordes of people sweep down upon them and it is turned down. The Supervisor simply turns them down. I don't think they are facing up to the problem. I have asked at some of these meetings if the heat was taken off the desert, opening up places near urban areas, would it help? They answer, yes. A certain percentage of our population will use close-in places if they are available. And it would aid management and environmental problems that we have. One thought keeps reoccurring to me and this is the

responsibility of manufacturers of the machines, developers of technology. I wonder whether industry is actually taking its share of the load, or if they have got the burden of it into the user groups and into the management groups. I am speaking about the manufacture of cycles and other off-road vehicles. The manufacturer promotes this. The public doesn't promote it. They might find willing buyers, the manufacturer promotes it, they sell it, the public uses it, they have fun at it. But then the manufacturer doesn't put a dollar into helping the educational process, and I think a lot of it can be whipped by education, or in helping with the management of something they have created. An example of this in another line is the no-return bottle. Make it, sell it, and who has to take care of the burden of disposal? The agencies of Government, paid for by the public. There is no obligation here that manufacturers must begin to assume. This obligation of working with the groups to whom they are selling and to the management agencies. Also, I am sorry to see that the Bureau of Land Management has not been given police authority, or the money, or the authority to educate. This is urgently needed. The first step in the implementation of the work done in ORVAC in the prior year is education, also the classification of the land in more detail. This is going to require a lot of study, and the longer Congress delays in giving them this authority and the budget the longer our problem is going to be with us. Thank you.

Harris: Thank you very much, Al.

Penny: I wanted to comment strictly on your statement about manufacturers. The manufacturers are very concerned about their image and whether or not it is going to effect their sales. They are particularly concerned about this in California - primarily motorcycles, but not necessarily. The other day the sales representative for Yamaha came into our office and was talking about things we are talking about here today. The image of the industry, their concern as to their sales, and what they can do. He took quite a bit of time to express their concern. Then I expressed our position on it. I took quite a bit of time talking about the ORVAC recommendations and how we are carrying them out. He seemed sympathetic and wanted to support the type of thing we are doing. They feel they can't get anywhere unless they do recognize the situation insofar as resource management is concerned. He told their solution to this, in part, then pointed out that other states were asking what was being done here. They say you have to get on the ball, and maybe it's going to help. He suggested as a solution that we turn over to them an area of some 7, 10, 12,000 acres about

like Jack described this morning, and that they, in turn, make an investment of a million to 2 million dollars to develop a motorcycle resort. It would include all the things that you can think of: swimming pools, sidewalks - whatever it would take to make a good motorcycle resort, and that they would take care of the rehabilitation, management, etc. He wanted to know what my attitude was. I said my attitude toward 12,000 acres of this is just exactly what we talk about in our brochure. When we finished he said "now can I give you an application, can I go do something?" I told him to go down and talk to those District Managers. They have the signals. They know the circumstances under which we could allow an area to be set up. If you can find such an area under the kind of criteria we are talking about, conflicts have to be resolved, and all this kind of thing, sure, maybe we can do business. So he left with that in mind. I don't know how we could work out such a thing, whether it is possible; nevertheless, industry is concerned and they want to do something. I did tell him this, though, that I couldn't conceive this type of development being scattered all thru the desert as the answer to the total off-road vehicle problem. We recognize this as one tool, but of limited application. He was telling me about the figures - 1 motorcycle for every 11 homes, and the next three years they expect 1 in every 8 homes. He had very impressive statistics of the economical significance of this. My reaction, again, was how many people can you handle in such a resort? He said 5,000. Yet, they are talking about millions and millions of registration. Again, it is a help, but it is a long way from being the answer.

Statement by H. F. McMurphy

McMurphy: Russ talked on something here that is quite of interest, and I understand all the dealers as well as manufacturers are concerned about the same thing. I hope ORVAC doesn't quite die. I would like to see it continued by somebody.

Statement by Roger Mitchell

Mitchell: I have two thoughts. In our area the comment has been made to me that the BLM and U.S. Forest Service are stopping us from doing this and that - this was by a particular user group involved with off-road vehicles, and these are the bad guys. They said this is terrible. Well, I think sometimes we lose perspective of these things. Frankly, the reason that we are here is not because the California Cattleman's Association, not because of the California Federation of Mineralogical Societies, not because of the Sierra Club. The reason we're here is because the land is being abused and there simply has to be some control. In some of our conversations we tend to lose sight of this. The BLM has an obligation to manage these lands and manage them wisely and properly. Congress has charged them with this responsibility. While ORVAC and more local organizations are fine in regard to an advisory capacity, exchanging ideas, and so forth, nevertheless, Congress has charged the BLM with managing these lands and they cannot delegate that responsibility to anybody else. If it means stepping on someones toes to do a proper job of it, I think that's what has to be. As long as Congress has given the BLM the responsibilities to manage these lands, of course, we, in Sierra Club, feel most strongly that Congress should also give them both the authority and funding necessary to do the job properly.

Statement by Al Schiavon

Schiavon: I would like to say the districts have done an outstanding job of meeting their responsibilities as outlined by ORVAC in classifying the land. I believe it is definitely a good start. However, there are areas that I noted in some of the presentations, especially the one made by Mr. Penny, saying that 75% of the public land is now open to indiscriminate use and 18% of the land is under restrictions, and 7% of the land is closed. I question how they arrived at these percentages with the vast acreage. The next thing I question in all the presentations that the various districts made is their classification. How closely did they work with the California Department of Fish and Game, whose mandate is to manage the fish and wildlife in the state of California? A statement was made here pertaining to the counties and cities responsibility as far as providing vehicular use. I am the Chairman of the Fresno County Parks and Recreation Commission and we have discussed this a number of

times. We have provided areas for motorcycle use in Fresno County. One small area is at Lost Lake, and unfortunately this is all we have to offer as far as the county is concerned because we don't have vast acreages. However, the county is concerned as to what has happened in the Panoche area. In my involvement with ORVAC I brought a resolution to the National Wildlife Federation, which is the largest conservation organization in the world. The resolution reiterates the stand of this committee and I will just read the last of the resolution:

> Now, therefore, be it resolved by the National Wildlife Federation that the Federation respectfully urges the President of the United States to seek legislation embodied in the recommendations of the BLM for the protection of the California Desert, and appropriate the funds necessary to complete the California Desert Study and related management programs to protect these resources.

Some of this legislation has been introduced and the National Wildlife Federation offices in Washington, D.C. are playing a very active role. We will continue to support proper management of the desert.

In conclusion I hope that in the near future the BLM will have strong police authority to properly police the public lands under their management.

Harris: Thank you, Al. Russ, did you have something?

Penny: In answer to questions you posed indicating that there are all kinds of answers based around the framework of what we have done. It is just a start that will be refined. You questioned our percentages that we gave you. Those are the percentages as we have them today. This doesn't mean they are the classifications we want in the long run. We are merely saying that this is how the land is being used today. That is where we start. From that, as we gain information, we are going to make those percentages change, to whatever the land management should be, as dictated by the conflicts. As for working with Fish and Wildlife, it is essentially the same thing. Jack pointed out that he has on this one committee a highly skilled former employee of the fish and wildlife people who is probably the most informed person in the particular area in question. Jack has worked very closely with that

expertise. Our programs call for working much more closely with the fish and wildlife and other people than we are now, which carries us right into how are we working with the counties. We have been talking quite a bit about the California Desert. We are in the process right now of developing our data bank on all our resources. What are the uses, what are problems associated, what is the potential? As we develop this information we will look at it in terms of conflicts that arise, whether it is wildlife, mining, rockhounding, or whatever. Then, as we look at these conflicts, we are going to have to develop a management use plan. In developing that we will need significant input from all the various levels of government: federal, state, local, other institutions, colleges, etc. When we do that, then we will be into it. We work very closely with Fresno County, for instance, Del will be up there talking to you people about your zoning. We have a long way to go and we are just starting.

Statement by Ron Sloan

Sloan: I have a few points,specifically, and they are not critical. The first point is the motorcycle industry council, which the man from Yamaha was also representing, regarding the motorcycling areas. I have an article here showing that the industry is quite aware of the problems. They are aware of them from sales. That is probably what turned them on the quickest. They are also aware now that they have provided these products, they have already made their profit on them, and people that have them want to use them. So the industry got together, in fact, Ivan Wager, here, was instrumental in forming the motorcycle council, a group represented by 90% of the major manufacturers in the world. Here is an article in American Motorcyclists Magazine, and you wouldn't see a thing like this a year ago. Thru ORVAC, BLM activities, and the exposure that the average citizen is running into, this is what has happened. Referring to a land use committee: "Motorcycles are brought so immediately and directly into contact with nature, environment, ecology and preservation of public lands, top priority has, therefore, been given to a program which will protect existing natural resources and reclaiming areas previously thought destroyed, would also insure that off-road riding would be fully recognized as a legitimate leisure recreational activity, with motorcyclists getting the same recognition as other special interest groups." Then they put on

a campaign of advertising such as the earth ride on television recently. Here is an ad, it doesn't mean much, just a motorcycle going down a trail, but let me read what it says here: "Make the World Go Away. This is for you. You who leave the steel and concrete highways behind, with trails to ride and peace to find. Out here loneliness, with rivers, hills, and love to find. You with cluttered heights and noisy places to forget. Out here, freedom, and a man can look at who he is for here you can make the world go away and leave you to your bike and trees and mind alone. Is that for you? A double standard bearer. You who tear up virgin woods, kill pregnant soil with rips and yanks that scar, digging tires deep, to wreck the belly of the earth that makes you free. When you dirt ride use only existing trails, trails from which nothing will grow, trails that will never be a deer's food or you will make the world go away, for real". Now, this type of ad is something new. The industry is definitely concerned. Let's say the motivating factor was their sales, but there is some good coming out of it. They are working extremely hard. I am on the land use committee. They are working on a safety program. The industry is actively engaged; they have a full staff in Washington. They have set up an associate dealer's program throughout the United States, and they are doing this from their own funding. It is just working on down. We have all said the motorcyclists haven't been organized. Well, they are now getting organized. They are not getting organized totally to fight. They are getting organized to help. It is quite rewarding when you look back over the last few years to what we had experienced. Now the industry is aware and is budgeting lots of dollars into this program. They are thinking of trash containers with a service that picks them up and takes them away. Out in the remote areas if you put a trash can there, as BLM knows, it fills up and is a mess. They are talking about billboards, all different areas that the industry will spend money on. We, ourselves, as a competition group, District 37, are presenting to Rescue 3, a Barstow search and rescue group, $6,500 tonight. They are purchasing an off-road 4 wheel drive retrieving vehicle. The majority of its use will be to bring in hikers and plane crashes, and what have you. They also come to our events and help pull in the lost riders, etc. We gave $5,000 to the Mojave Hospital earlier in the year. District 37 is on a campaign right now: Less Sound - More Ground. Spark arresters and mufflers - the user is initiating it, the industry is initiating it, you will soon hear it on ads on radio and T.V. trying to work the noise factor down. This is probably the thing that has brought the motorcycles in the spotlight - the noise they make. Sunday, it was advertised that the winner of any class using a muffler on his machine would have

a special award. It happened to be the man that won the race overall. A spark arrester and muffler were attached to his machine. So it doesn't affect the performance of some of the machines. These are some of the things attributed to our awareness and association. And be it thru fear or what have you, they are pursuing the "ecology" kick all over the nation.

There was an article in Wednesday's Cycle News pertaining to the desert turtle. The children like these turtles. They see them and they are plentiful in the desert at this time of year, and they take them home with them. This is against the law, of course, but it is an attractive pet. Well, this article was written asking that if you do run across a turtle, leave it there, and if you have taken one home, please bring it back. That sounds strange in a motorcycle publication, but there it was. This is some of the things they are doing. It wasn't too long ago that I stopped at one of these events and moved a turtle out of the trail. It is a total different attitude and I think conservationists, now that we are all sitting down at the same tables, are coming to recognize this.

An area that Craig Tocher touched on earlier was the negative phrases versus the positive. This is not criticism, Craig, it is a very good one; we talked about this some time ago. But in Colorado at the BLM Short Course, there was the Forest Service there, Parks and Recreation, BLM District Managers, and so forth, and I was invited to attend. I did, but there is so much panic legislation taking place today and it leaves a bad taste in everyone's mouth. They use words like "emergency rules and regulations". The Reader's Digest article that is coming out in July has an article "Trouble on the Mojave". Well, maybe it is, but we have taken this negative point of view. Now with Craig talking positive points of view, again it puts a different light on the whole matter. If you tell someone to do something, that's one thing. But if you ask them to cooperate, that's another. It works quite well. This is all directed to BLM now, the fees and bonds and so forth. This ties in with communication. As an ORVAC representative, and being actively involved in the land use with an off-road vehicle, I find it difficult from a communications standpoint. Newsbeat is beautiful, but we know full well, we've known for over a year, that individuals are working on a fee, registration, and bond program for off-road organized events. It has been brought out here today that they are self policing and do a lot of things, the concern is here. We are for the fees. The problem is that we evaluate what the fee is for. Bob Springer

mentioned an event coming up in the northern part of California City, a 7.2 mile course, going over it a number of times for X number of events. That is a non-sanctioned event, it is a profit making event, these others are non-profit. The Mint 400 is a profit making event. People that sponsor that walk away with a great deal of money. The type of event we saw on the screen here, are strictly non-profit. So whoever is evaluating the fee schedule and fee program should realize that if there is a profit making concern, by golly get a percentage of it, but if it is a non-profit thing, maybe you could make a donation to make it successful.

There is another thing here with the BLM. On this seminar at Colorado University, 2 week short course for the managers, and the off-road vehicle portion became very interesting, because all of our training, meaning the Bureau's training, the Parks and Recreation, the Forest Service, has always been in the land management and people, but never with this new monster - the snowmobile, the motorcycle, the 4 wheel drive, etc. So we made our presentation on off-road vehicle management. You could have heard a pin drop. The meeting was kind of slow for the 2 weeks, according to Dr. Wilcox, but when we started talking about vehicles, you couldn't turn those people off. They came back after the meeting was adjourned and we talked again that evening. It is something that all their training, background, has never been in these areas. It is a monster that they have to contend with. The first thing that you do is try to shut it off, then you try to handle it. Dr. Wilcox is now considering a 2 week seminar on strictly off-road vehicle management. I talked to the motorcycle industry council. They are contemplating working with this, providing speakers, providing vehicles, and what have you, and I think that with this type of cooperation all the way down the line we can work out quite well. That is, other than the change of attitude as far as the user groups. They are more aware and more concerned and they all want to do something. We spend a bigger percentage of our time trying to keep these people from doing something at the moment, because we have a lot of self appointed representatives going out in all directions, and it is causing grief. We want them to be organized, make a proper presentation, and live up to it. This is our concern today.

I have only one more point. The BLM offices, as far as the permits are concerned, these organized events, they are slow in coming, as Bob Springer and Jack Wilson point out. But once a club has gone to the effort of taking out a permit, and working with the Bureau, they find out that you are not a bunch of monsters. That you were quite friendly, that you work very well with these groups. But it is new to them, they are not used to doing this. They are used to going out to an area they feel is quite desolate and all of a sudden they now have to get permission. But the ones

that have gotten it, are pushing the fact that the BLM is doing the proper thing and are administering it fairly, and are working with the user groups. I think you will find the permit program will gain in momentum each month from here on out. Thank you.

Penny: I would like to make one point regarding the manufacturers' concern and what they are doing. This Yamaha representative told me that the manufacturers are now all eliminating the manufacturing of expansion chambers, which they say is their hot selling item. They say that because of public concern this is their contribution to relieve it, to cut off one of the hot selling items.

Sloan: True. They are also doing something else. There is a booklet being prepared for attachment to each machine. It may be in the form of a paddle that goes with the booklet where you attach a key that gives you a code of ethics for off-road vehicle use. The industry program is geared to cooperating and informing the people that use these machines.

Harris: I got a call last week from a motorcycle dealer who is on the Board of Directors of a motorcycle dealers association and they wanted me to come and talk to them, explain the ORVAC report, and make suggestions to them on what they might do to help their image. The industry, as Ron says, is recognizing the image and is trying to do something about it.

Statement by George Strauch

Strauch: I'm sure you realize that rockhounds are not users of 4 wheel drive vehicles quite the same as Ron's people. I hope to get the same action on it as some of you do, but I do get complaints from various groups. One thing they have complained about is Clear Creek, down in San Benito County. Groups of our people go there to collect jade, and there are outlaw bands of motorcyclists that come into the area because they think this is pretty hot stuff and they seem to resent the rockhounds being there. They try to scare the rockhounds out. In the past I got in touch with Delmar about this, and I read the regulations and Delmar told me that it was not an official campground of yours (BLM) to this would mean that even if you did have the people and you could enforce the law it wouldn't apply there. I have informed our people of this and the last I heard, it still goes on. Del, can you tell me anymore about the status of Clear Creek?

Vail: It is still going on. We have others in there too, mining claimants, that your people have trouble with.

Strauch: That is another thing I wanted to ask you. There was someone there in a trailer selling jade. Are they in there legally, or illegally?

Vail: I contend it an illegal use of the mining claim. We intend to take a validity examination of his claim and see where we stand on it.

Strauch: I have had many complaints about that. Apparently whoever is doing this is making a big thing of it from what I have been told.

Vail: The motorcyclists and rockhounders have a continual problem there because it is a confined area in a canyon. There is only a certain amount of camping area that both have to use. There is competition there or a clash of use. We are proposing in our plans to set that up as a recreation area, and if this comes to be, the motorcyclists are going to be more or less pushed out.

Harris: George, you recall we were pointing out that our advisory group of San Benito County - Fresno area voted to close some areas. This proposed Clear Creek camping area was one. Although, as Del pointed out, it is not part of an organized camping area yet. It is one that even the motorcyclists agreed should be closed, due to the nature of the area, and be used as a picnic grounds for its principal use and, of course, in return for that they have the long range plan of an organized motorcycle playgrounds. I think when the Bureau gets the money and management it will be taken care of.

Strauch: Another thing I would like to ask Russ, do you have a clue that there will be management of other recreational groups in the near future?

Penny: Yes. When our desert program, for instance, comes into being, it will certainly result in a very intensive type recreation management, in every sense of the word.

Strauch: Is there anything down in writing about this?

Penny: The second report is one on the California Desert, environmental challenge, that sets that out in detail, the idea of total management, and this D&RC report says how we will do that. This means that we will go into all the resources and uses of the desert and determine how these should be managed. Looking ahead, I don't think there is any question that we are going to be talking about how many people at a given area. That is being pretty broad and basic, I guess. But nevertheless, we will be doing that. What that will be and how we do it, we don't know. That won't only be done for the desert, that will be done for all the lands we have. I can conceive on the issue of permits, we are probably going to talk about the numbers of people that we can issue a permit for, for an organized event. I can forsee this, but as to how, we just don't know. Just like we have capacity to go into campgrounds, right now they are being used 300% beyond their designed capacity. One of these days we are going to be able to say - O.K. she's closed - but this one's open.

Strauch: I could say more about now our people use the desert and take materials off it, and the way certain commercial people are taking things off it.

Penny: There is a law against that, and we will be in a position if things come about as we have asked, in terms of men, money, to do something about it.

Strauch: I've seen commercial operators remove material from your land, for sale.

Penny: This is what Del says is happening there. Here is a person breaking the law, apparently.

Strauch: On a larger scale than that, though.

Penny: I know, sure, they are doing it with bulldozers.

Strauch: That is all I have to say. Thank you.

Statement by Ivan Wager
(Substituting for Tom Bates)

Wager: I would like to say how happy I am to be here because I have been writing about ORVAC and the BLM, good things, this past year, and I think ORVAC improved the BLM quite a bit. There was a comment this morning about trends, east to west, west to east, trends. This has been true in surfing, hot rodding, motorcycling, drag racing. It seems that Southern California is such a hot bed of activity in population and just people problems, in general, and I hope that ORVAC will continue to set an example for similar advisory bodies throughout the country.

Harris: Thank you. You can see it is beginning to develop. I got a call from Nolan Keil, from Nevada, and we went over there and told them how we did it in California.

Penny: Mr. Barber back there is Mr. Keil's representative. He is a recreation specialist over there.

Harris: How are you getting along over there? Have any motorcycles:

Barber: I was here when the council first started, very new to me, but I think after a year and a half or so I can talk the language and appreciate your problems more easily.

Statement by Lamar Johnston

Johnston: I was called sometime ago to appear before the Board of Supervisors at Santa Barbara County regarding a motorcycle recreation area. The Planning Commission requested an open hearing. They had 3,500 names on a petition, and 2,200 letters from landowners and individuals who wanted somebody to do something about off-road vehicular problems. I found that a Mr. Swartz, who owned a ranch north of Santa Barbara, had applied with the Planning Commission and Board of Supervisors for a permit for a 3,100 car parking lot. He didn't get his parking lot, and probably won't.

I was astounded because motorcycle people were not represented. A group of people from the University of California involved in ecology were there. The Board of Supervisors couldn't give him a permit. The overall public support wasn't there. It behooves all of us, cattle people, agriculture, front wheel, or whatever, to attend these meetings. Three permits are coming up in Santa Barbara County at the same time, all asking for motorized recreational area permits. This one was first. I think the more of these we get, the better off we are in the long run. All of us, special interest groups, federal agencies, ecology groups, must cooperate. Cycles are here to stay, so let's try for the least amount of damage and conflict of interest. If we don't cooperate, there will be damage and conflicts.

We went to a meeting at Frazier Mt. Park. The motorcycle and four wheelers were there, and they don't want to relinquish use areas. The Forest Service allows use on 30,000 acres in my area. It looks just like Panoche. Near Frazier Mt. Park the Forest Service wants to put them on trails and roads only. They will probably never accomplish it. The Forest Service should have regulated it from the beginning. We all have to cooperate and manage off-road vehicle use properly.

Statement by Jack Edwards

Edwards: I am well pleased that ORVAC has made progress. It has enabled different organizations to set down and discuss each other's points of view. I am a little disappointed in ORVAC in that one of the original questions was whether this was a Red Herring to get us to express our points of view, which would then not be considered. We wanted no part of that. Today, some of the statements by BLM brings back my original "Red Herring" thought. First, the three land use categories this council established (open, restricted, and closed) have been broken down further by BLM. I can't see the need. The 3 categories specifically state what each one shall be. Also, they said that 75% of BLM lands would be left unrestricted. Now they say that it might be reduced to 25%. This bothers me. This is exactly what the Forest Service has done and is the reason they are in trouble now, not only with their own user groups, but financially and otherwise. Another thing that bothered me today was looking at Panoche. We were in favor of

closing Panoche because of the damage. While we were not in a majority, we felt that the damage warranted closure. We supported that position and yet we have seen photographs today of bulldozers, chains and balls tearing the absolute thunder out of that area, all in the sense of restoration. Now, maybe this is good, maybe it's bad. For the amount of rain they have there I doubt if anything outside of sprinkling systems is ever going to restore Panoche. This is a personal point of view. We will see what happens after restoration. Damage is in the eye of the beholder. If I see a squashed turtle maybe I am sympathetic, but not nearly as sympathetic as Beula would be.

Edmiston: I'm with the turtles.

Edwards: O.K. This would bother you more than me. However, it is possible I would miss the turtles also. Now there are other organizations besides us that use the land, and all they can do is procrastinate. We have attempted to do something about our environment. We don't procrastinate; we get out and do. If time permitted, I would show you films of some activities of the California Association of 4-Wheel Drive and what they have done in aiding ecology.

There are questions that still must be answered. Today's presentations raised new questions. I hope that even if this committee is dissolved on the State level that these questions can be answered on a local level. I believe this is where major results will originate - at local levels with people directly involved.

Penny: I want to ask Jack Edwards what he meant in saying we were breaking down the 3 land use categories further. I don't know of this.

Edwards: Jack Wilson made this statement, and so did Bob Springer that they couldn't define a restricted area. They had trouble in whether it was an open area or a restricted area or vice versa. So, therefore, they felt the categories should be broader.

Penny: Jack Wilson - will you comment on that.

Wilson: There are many kinds of restrictions, some minor, some major. In some areas, the land could be either open or have minor restrictions.

Penny: What it is, though, is a restricted classification, and we had trouble in placing it in one of the other classes. When restrictions were discussed this meant all kinds of things, an area wasn't closed or it wasn't wide open. Restrictions are something less than either. Restrictions might be seasonal. Or it might mean restricted to numbers. That's what the restrictions mean as I understand it. On the 75% restriction you are of the opinion that we made a statement that this was what it would be, now it might be 25%, or something else, but this will depend on what the facts indicate as we improve our knowledge and use the criteria. Our statement was, and still is, that these 3 classifications have to be the result of the studies that are made and the conclusions drawn. We aren't making any pre-determination as to what this will be because it would be an impossibility, and I don't think pre-determination was the view of ORVAC.

Edwards: I think you will find that in Craig's speech.

Penny: He didn't put this down in terms of something that we had committed ourselves to. I made the statement first, and I know that Craig meant that these are what we find today. And I was very specific to say that that is not what it will be as we continue our study. As we know more about it, they will change. They will continuously change as conflicts develop. We have to think of all kinds of things. The public domain today is not what it is going to be tomorrow. Many things are going to change. Insofar as the restoration is concerned I am not going to go into that, but on this type of thing we do the best we can with the expertise that we have. We have a lot of experience back of this and all we can do is call on it.

Harris: Del, would you like to comment on the ball and chain?

Vail: Jack, if I could take you out there and you could see - we are talking about 30,000 acres in Panoche, but the treated area is on 55 acres only. It is an experimental field. Some of it was previously done by the University. I share with you the concern for bulldozer work, however, the Fish and Game has been working there for years making small catchment basins and these are working out. As far as the ball and chain treatment, we did it on 10 acres out of 30,000. It is small and we are going slow. I have the same concern as you have, but I've got to try something.

This continues into the other areas, particularly where we get into the really low rainfall areas and very fragile desert areas. The way that we manage and allow off-road vehicles in an area is going to be largely determined by the extent that we can rehabilitate those lands. If there is no way to rehabilitate them, then we are going to have to be more restrictive in the way that the land is used. If one track across an area means that you are never going to have vegetation again, or at least for 50 years, then that is quite a consideration. So if we can do something such as use it this year, give it a rest next year, or 2 years, then use it again, it may be all right, and allows a different consideration. But it isn't the same in all areas. The desert area is completely different from the northern country, where you have rainfall and the opportunity for rehabilitating a little more effectively.

Edwards: One more question, Russ. Does the BLM contemplate establishment of wilderness areas?

Penny: We will study that. Some areas may meet the requirements.

Edwards: Would they be on the magnitude of say the Forest Service's wilderness areas?

Penny: I don't know. It is hard to say. It depends on each individual area.

Harris: The regulations published in the register of January 19, 1969 on wilderness area formation mentions possible management tools. I assume acreage might be a consideration. Remember that intaglios, a figure out there in the sand, where motor vehicles have been spinning in it, wiping it out, well certainly, this should be preserved and we might not even let motorized vehicles in there.

Edwards: Just one other short question to Jack. What really was the basis of your wanting to create a natural area in the Imperial Sand Dunes? What motivated this thing to begin with?

Wilson: Some isolated habitat areas were very unique - nothing like them anywhere. There are several species of lizards, for instance, found no place else in the world. One particular toad only shows up when there is rain, when there is moisture. His whole life cycle takes place around this moisture.

Penny: Let me tell you about this pertinent story. You probably saw the article in Newsbeat. At a meeting in Palm Springs someone told of a game warden coming over a hill, slipping, and dislodging a handful of rocks. As he did he saw some salamanders, realizing something unusual. First, salamanders are never found in the desert because of moisture requirements. The University investigated and found a new species of salamander. It had survived eons in an area only a few times larger than this room. It is unique to that area, having survived hundreds of thousands of years and fluctuating climates. Motorcycles, in one rally, could wipe that out, unquestionably. It would be a terrible shame. Now, how many other things like that do we have out in the desert? Jack mentioned several already. This is why proper management is so important.

Kramm: Didn't Ron say at one of the meetings - "identify the areas"?

Penny: Yes.

Harris: I think this is where this inventory is going to come forth.

Statement of Beula Edmiston

Edmiston: Going on with this inventory, we are not able to put our hand out and touch the place that the man happened to pluck off a rock and find salamanders. There are wonders buried in the desert sand, in the forest, and I hope that we, in our clumsy handling in this generation won't find, but that those natural values will be there for somebody else to find in time to come. It is our stewardship that must do it. The Desert Protective Council, and I,personally,feel very strongly about public lands, it came to us as a legacy from the past. It is not ours to consume. It is ours to save in careful stewardship, use lightly and pass on unimpaired and it is not our right, it is not our privilege, and we are not wise enough or all seeing enough, or all places enough to know what is under each rock. We should save a little of this naturalness for others to find and discover and maybe find a better way of preservation or more careful stewardship or maybe less careful than our own. I think the Desert Protective Council would question very seriously 75%, and I know those figures are not hard, fast, figures thrown out as is absolutely open. Some, yes, not that much.

We spoke today about wilderness areas, indeed, when in doubt, preserve. We need all kinds of wilderness and maybe people tomorrow would want to see what the land was and is and can be and it is our right and duty and our privilege to do that. I think the Turtle Mountain area would be an excellent one and wilderness can't be too small and in the desert space is one of the great attributes. All of the natural values are great.

Somebody mentioned Red Herring. I saw one too today. You know the off-road vehicle helps us a great deal because it keeps the kids out of trouble, cuts down crime and you won't go to pot if you are out on a motorcycle. I'd rather face it on its own value rather than the Red Herring value, if you are here, you aren't there. I can think of other things you could be doing that wouldn't be smoking pot, too, and let us leave the Red Herring out, please.

The off-road vehicle is here to stay, everybody says, and it is big. It is. Now, is it a monster, is it a giant, or can it really be cut down to size so that we can live with it, with this big population and high density of people and other interests. I would hope to be optimistic. One of the basic reasons for my

optimism is the item that Ron read from the motorcycle magazine. Go easy, cherish, don't destroy. I think that is a step in the direction of cutting the giant or the monster, depending on which kind of eyes you are looking at it from, down to size, that can be lived with. The Desert Protective Council, at this time, doesn't take the position that we have to throw them out entirely, but we do say some place, not every place, and I am sure that we wouldn't find as many places as Ron would to be the right place; I think it is very, very valuable that we and all of our points of view do come together and we do find some common ground.

Jack winced at the ball and chain. Taking what's left of an environment to try to come in and do something about it, and he and I were shuddering at the same sight. I am very happy that it was a small sampling and I am glad it was clarified, but here is the place to do it and I think it is a very fine thing. I think that if we work with nature, with a few ball and chains, how better off we are.

So, it would be my personal, and the Desert Protective Council's urging that we each, in our own group, collectively, singly, and as a great civic group try to figure this thing out. We don't have to roll over and play dead because there is just a lot of motorcycles. That can be curtailed. If necessary, the manufacturers are realizing that it is going to be curtailed unless - lets try to have it a big form of recreation that can be handled properly and I am one that believes that the private sector can do a great deal. I happen to know that in the Sacramento area there is a private park, went great for awhile, then all of a sudden it didn't have enough patronage and it folded. I would like to say that the public land recommend that its clients go over there and use this private park. I haven't seen it. I don't know how desirable it is. If it isn't desirable I think it should be made that. In the ones that are on the public land, find places that there is as little disturbance, be it turtles, be it the little burro group that was over there, be it the scenic values, the place that the rockhounds are rockhounding. Yes, I was disturbed on a back-pack over the New Year's holiday. The motorcyclists decided they were going to run me off the trail. I didn't run, but my son thought I was going to be run over. I don't think that Ron and everybody in the motorcycle industry is interested in personally running me down, but I think that there is a place, not every place, that working rightly with our own groups, with a civic body, with each of the several governmental agencies, we can live with each other quite well. But I would not be one to say, just because there are a lot of them and if they are on a motorcycle they are not smoking pot, we have to just wink and blink. No, I don't think the American people will do it, but I think we can live with each other and frankly kinda like each other.
Thank you.

Harris: Al, do you have a comment?

Schiavon: I would like to comment here. I have seen this ball and chain brought up several times here and I want to say that this particular area, I am sure all of you have heard in various discussions, years back this was withdrawn from fish and wildlife, therefore, many of the conservation organizations in Fresno County have been quite concerned what happens in the area, in fact the U.S. Navy is quite concerned. They helped put in the first guzzler. This area has been cultivated in the past and because of this has proven to be very beneficial to wildlife. The project that the Bureau has had there, the local groups have been on the site. They have seen the work being done by the Department of Fish & Game and the Bureau there and they have the complete support of all the conservation organizations in Fresno County. I hope that no one goes away from this meeting thinking that this is a prison by using the term "ball and chain". Believe me, this is a proven thing. It has proven very beneficial up in the bitterbrush area where it first started in Northern California by the Forest Service and this is definitely a proven way of rehabilitating.

Edmiston: Not everyplace, Al. In Inyo County it has not proved well at all.

Schiavon: I don't know about Inyo County. But in our area it has proved very beneficial. It is supported by the local groups.

Sloan: We all have agreed here that Panoche was a bad deal to begin with. We have all agreed that it needs restoration. We are still encountering Panoche. I think this is Jack's point initially. We tried Panoche and it failed. We don't amplify that failure over and over again. You recall I said many times that you can't compare Panoche with other areas. Now that we are restoring it from a 5 year study, as Del pointed out, I truly hope that the BLM and the other agencies involved judiciously administer the information obtained in this 5 year restoration. It would be a poor example to us, if we are trying to sell a desert program, to say that this failure happened thru off-road vehicles, this was the restoration cost, this is what happened, and it is still no good. Let's don't use that bad example too far out of its proper perspective.

Harris: Al, do you have a comment?

Kramm: Unless I was misunderstood on reference to rebellion and dope I would like to say my point was taken that the young people, the old people, all of us are a human resource and we have more leisure time. We have to have some constructive way of utilizing this time and I'm not saying that because we are faced with these problems in the country that we should go to off-road vehicles. I'm not using this as an excuse at all. I am saying we must find alternate ways by which our population can spend their leisure time in constructive activities, and off-road use might be one of them. There comes a point, of course, we must be developing these alternate ways of participating type activities because the young people are not going to stand still looking at a tree or taking pictures. They want to do something active. Can we offer them an alternative? I don't know what that alternative thing is. I think this is the type of area that we have to devote our efforts to. Find the alternative thing if we are going to have a healthy society.

Mitchell: I, for one, would certainly be happy to forget Panoche, but there is a valid point here to be made, I think. We have heard what the American Motorcycle Association is doing and the good things that they are doing, the good things that the manufacturers are doing, and the good things that the 4 wheel drive association is doing. Fine, this is good, it is a start. But, the important thing is there is a very wide gap between what is being said and what is being done. We hear about all these good things, but they have a hollow ring. Del Vail just said that his fence was torn town and to me actions speak louder than words.

Sloan: Roger, that is what I'm saying. Panoche should never have been opened in the first place - period. We are living with a dead horse. It should have never been opened. I agree with you. We are saying the same thing here, but I hate to see a bad example being used time and time again.

Harris: Let us hear from Fish & Game.

Statement by Lawrence Cloyd

Cloyd: The ORVAC committee has set out guidelines and BLM has picked these up both in the State Office and District Office and have gone a long way on the objectives that have been set forth. You will notice that in all the presentations this morning by the BLM, the word "management" was used far more than the terms "restrictive use", and "non-use" and to me I believe very strongly in managing - even managing non-use. In California, I don't think you can really say that you can have an area in which there will be non-use. Even if a person just goes and looks at it, it is some kind of use. When we try to break it down into three categories and say 75% open, so much in restricted use, really what we are talking about is managing a unit or a plan for a watershed or what have you, in various uses, and you have to break these down. You can have some of the area where there is no physical use of the area. You can have areas where there can be diversified use; some people can use it at certain times of the year, some people cannot. I think these all have to be fitted into a management plan, and then it has to be managed this way. I would like to touch briefly on the Panoche. We can't forget, really, that the off-road vehicles were not the only ones that caused some of the problems in the Panoche. Some of the problems were there long before the off-road vehicle got there. This has to do with other uses in the Panoche. There was erosion and gullies there long before they ever got there. One of the things we found out in the Panoche Hills, because it is a low rainfall area, that if we wanted to get some vegetative growth (and this was some years ago), we had to provide moisture to get started. The way you did this was to make a furrow. You couldn't do it by just planting seed on the bare ground. There wasn't enough moisture to get the plants started. In the experiment that they are going thru there now, this is what they are doing. This is the way to approach it. The other thing I wanted to touch upon was - Russ mentioned - I think he was talking about the industry wanting to develop an area for intensive use - off-road vehicle use. It seems to me that perhaps we will eventually have to get the private landowner more into providing for this type of recreation.

Russ mentioned the Ecology Corps this morning. The first Ecology Center is being established in Tehama County and will work on 40,000 acres of deer winter range. These Ecology Centers are for conscientious objectors. They will be paid a nominal fee and get meals, lodging, and uniforms furnished. They sign up for a two

year period. We are hoping that we are going to do habitat improvement on this range. There will be about 100 of them in this camp. Surprisingly enough, since this has become known, we may have more than we can take care of. We have people who are not C.O.s asking to go to these camps without pay, just for the board and lodging, for the opportunity to work in the improvement of the environment. We are hoping to expand these to some of our northcoast streams and some of our other streams where throughout the years we have had low flows, for instance, and as a result have had encroachment of willows onto the salmon spawning areas. The salmon and steelhead can no longer use this mat of brush. I think there are many areas where we can use these people. Russ said the possibility of filling in the mine shafts. There is a lot of possibility.

I still think the Bureau of Land Management has to have far more people than they have, and people that are qualified to enforce some of the regulations. I think this is a must. If we are going to let people out there without some kind of control, I think we are dreaming. They are going to have to be under some kind of control. Some of it may be minimal, but at least you have to have people there. Even in a closed area you have to have people there to make sure that it is kept closed. I think they have to have more people than they have and people that are trained, authorized to enforce their regulations. I think this committee could help in maybe getting some more money and more manpower for them. If BLM is really going to manage what goes on in our public land, then I think this is a must. I would like to see them get more money for wildlife habitat improvement. I don't think they are getting enough now. So that they can do some more of this and provide some more habitat for wildlife on desert lands and other lands that they now have jurisdiction over. I think this committee could do some things in this line.

ADDITIONAL ACTIONS NEEDED

by

HOWARD HARRIS

Harris: I think it is time to find out where do we go from here. I think we all agree that off-road vehicles are here to stay and we will have to learn how to live with them. It is going to take management, more manpower and money. Since this ecology thing is with us it is going to mean the people are going to take a closer look at the image the off-road vehicles have. Off-road vehicles have started to do something about their image. The District Offices have already started their inventory and classification. They have a long way to go. They need more manpower and money. I noticed at the legislature the other day when we had our hearing there was testimony of this off-road vehicle use.

I am going to tell these industry folks that I am meeting with that it would be better if the industry folks started it, and encouraged it. The next question is what can we do? Where do we go from here? Several people have remarked now that we are going out of business. Others have said that maybe we should continue. I just wonder now, how does it look from where you sit Russ? What do you think? Have we served our usefulness? Would you like to kiss us goodbye with a pat on the back? You want us to do anything more?

Penny: I just have to say you have done a very remarkable job. I don't think work is over but this is kind of like asking somebody to give me all your money and I don't have any. Again, the fact that this committee is not appointed by the Secretary means that we don't get any reimbursement. It has to be strictly a voluntarily thing. Do it on your own time, at your own expense. As far as I am concerned, I would like to have the opportunity of being able to have the availability of your counsel. But I hate to have you continue on on your own but if the group would feel so inclined -

Sloan: I would like to move that the committee does continue on and at the direction of the State Director and at least meet a minimum of once a year, or when called upon by the State Director.

Several: Second.

Harris: There has been a motion that we meet at least once a year or when called upon by the State Director. Any discussion on that motion?

Cloyd: I would be interested in knowing that in a year from now how these districts are coming setting up their committees, working locally, and just how these are working out and how effective they are.

Harris: Any other discussion on the motion?

Edmiston: I would like to suggest, and it would not in any way amend the motion because our motion was at least once a year, but I would like to feel that if there was something that really called for a meeting of this group that we could expect a call from the Chair if an emergency came along.

Harris: Any other discussion before you vote? All in favor say aye. Opposed, no. O.K., motion carried. Al Kramm, you had something you wanted to say?

Kramm: I think we could do much in our respective groups by writing to our Congressmen.

Cloyd: I was going to ask this question as to how many of the members contacted their Washington representative in supporting that bill?

Harris: I wonder how many members even know there is a bill before the Congress?

Mitchell: You know, there is wringing of hands and crying that we don't have the authority and this and that, and so forth. It seems a little unequitable to me that the Department of Defense is the only public agency that really has its own lobbyist. Perhaps it would be frowned upon by the Secretary, but if I were in a high position in the BLM and there was some legislation of vital interest to my organization, I think I would attempt to get the word out one way or another as to just what this legislation would do and encourage support for it. Sitting around this table today I have no idea how many thousands, tens of thousands, of people are represented. But I feel quite certain that if the various bills under consideration now were to be made known to everyone, and what the status is, what committees they are in, particularly the number of the bill and what it will do, if this information were made available perhaps one way or another I think you would find you have quite an ally here.

While you may not legally be able to send any money or manpower, you do have an ally that's not being used.

Strauch: For many years I have been a member of the Sierra Club and was a member when they got in trouble with the Federal government over their activities, and some of the organizations here are non-profit organizations. Everyone who is in one of those organizations should keep in mind that we cannot do this as an organization or we have problems.

Schiavon: I might say that the National Wildlife Federation is also a non-profit organization, however, we are requested from time to time to appear before various committees in Washington, as long as we have a request to appear, we can do so and testify.

Cloyd: I think there are a good many non-profit organizations that do let people know that they are in favor or opposed to certain bills.

Penny: You, of course, Roger, were speaking of people in high places. People in the field are not in high places when it comes to talking about legislation. The only person that really talks about legislation is the Secretary. When the Secretary says what his position is then we talk about legislation. When he does, he makes his views known to organizations, so I would say that from a national point of view that your organizations do know. Nevertheless, we have taken it upon ourselves to let you know what legislation has been enacted, what the number of the bills are.

Harris: Russ, do you think it would be helpful if this group reiterated their position? It seems to me that it would be in order, after having reviewed the situation for a year it seems all the more reason for more manpower for management in all its phases and even before we made our report.

Penny: I think it would be fine if ORVAC would take it upon themselves to pass the resolutions that they think are pertinent to carrying on the program that affects them and see that they get to the people that count.

Schiavon: I would like to read a resolution for your consideration to reiterate our position. We can change the name in here from National Wildlife Federation to the ORVAC committee.

Resolution

WHEREAS, the California Desert contains a variety of national assets such as rare and endangered wildlife, unique vegetation, minerals, historical and archaeological treasures, clear air, and matchless scenery, uniquely located next to a significant population; and,

WHEREAS, the California Desert is now threatened by air pollution, solid waste disposal, scars on the land surface through uncontrolled recreational and commercial use, accidental destruction, wanton vandalism and other threats to the environment; and,

WHEREAS, these desert resources are in urgent need of immediate action for protection, management and orderly development, together with the development of a long-range plan and program providing for wise use of these resources; and,

WHEREAS, the U.S. Bureau of Land Management has prepared a thorough report urging certain immediate critical management measures, a complete inventory and study of the California Desert and its resources, and a comprehensive plan and program for the development, use and protection of the California Desert; and,

WHEREAS, that need is also recognized by the United States Forest Service, the National Park Service, the State of California Resources Agency, the Southern California Association of Governments, and numerous conservation organizations, and these agencies and organizations have pledged to work together to help save the California Desert;

NOW, THEREFORE, be it resolved by the ORVAC Committee that the Committee respectfully urges the President of the United States to seek legislation embodying the recommendations of the Bureau of Land Management for the protection of the California Desert, and appropriate the funds necessary to complete the California Desert Study and related management program to protect these resources.

RESOLVED, that this Committee transmit copies of this Resolution to the President of the United States and the Secretary of the Interior.

Harris: You say desert. Do you want to refer to all BLM lands?

Several: All BLM lands.

Sloan: Before we entertain a motion I have one point here when I read this and I am basically in favor of it. Second or third paragraph from end. Pertains to basically all conservation groups. Now, we, as motorcyclists, like to feel that there are a lot of conservationists within that group and we act as conservationists. Either we could do some rephrasing to get that support or go home and get the support from our organizations. Otherwise, the motion as it is, you are drawing sides that the motorcyclists and the others who are non-conservationists in the eyes of others.

Harris: You might want to put interest groups rather than either user groups or conservationist groups - interested groups.

Schiavon: I would think here in these conservation groups naturally we would consider the motorcycle groups, too. Then it would list all these various organizations.

Harris: Some people don't consider motorcycles as conservationists.

Sloan: We are in agreement with this motion, though.

Kramm: I think the "desert" is a rather narrow limitation. I think what we are asking for is that the Bureau have overall authority to police its domain.

Edmiston: The broad front of public land, as Al suggested, and he wasn't the first to suggest, I think has an implication that we are all interested in, are we not, in the total public land. Could it be broadened, without weakening it any?

Schiavon: What I was going to suggest was the permission of the group here that in principal we support this and add these other things to include all the lands under the jurisdiction of the Bureau of Land Management.

Harris: And all groups, not just conservation groups.

Schiavon: With this idea, Mr. Chairman, I will submit a motion that we adopt this resolution.

Harris: Is there a second to that motion?

Mitchell: I'll second it.

Harris: With those amendments in?

Schiavon: Yes, with those amendments in.

Edmiston: It would just be groups.

Harris: Yes.

Cloyd: What you would do is take out naming all those groups, then how would you word this? What kind of groups?

Several: All recreation groups, user groups, why not just groups? Yes, just groups.

Mitchell: This thing seems to be directed toward the President and Secretary of Interior. This, of course, is the executive branch of government and many of the decisions in this will originate from the legislature. I would certainly like to see this expanded. It is fine to send one to the President and Secretary but lets not forget where this is going to start, the representatives and Senate.

Penny: A point of clarification. This resolution was drawn up by a National organization and was from a national point of view. You are speaking from an ad hoc committee of California. I just want to point this out.

Edmiston: Well, then we're making it over.

Schiavon: We can amend the motion anyway the Chairman sees fit, but the intent, the principal is here.

Harris: Any other discussion on this?

Kramm: It seems to me in here this whole thing has gone to pot. This is an emergency measure. I feel that some of the lead ups to this resolution should be somewhat watered down just a little bit because some people feel more strongly about one thing and others feel a little less strongly. In the interest of balance here, we can water it down a little and still have the same meaning.

Penny: Again, it goes back to the point that this was addressed to the California, the Southern California desert. You can't speak about all the others the same way you do this.

Sloan: If we could call upon the Chairman in this case who prepared the last resolution, as I recall, the enforcement phase, that I would give my vote of confidence to see the resolution prepared and be willing to vote for it if you could work with Russ, or whatever, but I would have the confidence that you could do it properly.

Several: I'll go with that also.

Harris: All in favor, say aye. Opposed say no. Ayes have it.

Sloan: I know we are short of time, but if we might - Russ Sanford came in and we talked about what the industry is doing earlier in the day. With the chair's permission he might comment very briefly on what the industry has done and now pending legislation in Sacramento.

Harris: You have 2 or 3 minutes.

Sanford: Words were being spoken about what was being done. The motorcycles have worked for 2 years to put together some legislative packages. One is our off-road vehicle registration identification program. This has now been introduced as AB 2342

by Assemblyman Chappie. I will pass some of them out. This program will identify these machines, will register them. It will give us the ability to get to them and communicate with them. This has been one of the problems in the past is that approximately 80% of the motorcyclists in the state don't belong to any organization. There is no way of communicating with them once they have purchased their machines, they are more or less on their own. In addition, one of the other bills we feel is most essential to your cause, again thru Assemblyman Chappie, is AB 2340. I'll give you copies of that if you like. This brings motorcycle education into the driver education program in the high school and secondary school system. We feel thru this that by not only teaching safety but by teaching respect for other people's property we can perhaps educate the youngsters that are coming along that have no other guidance in many cases as to what they should be doing. We hope that we can get to them and provide this form of education. By the way, I am a lobbyist for motorcyclists. We have taken an official position with the State legislature the provisions of the vehicle code as it now stands with respect to noise. Sections 23130 and 27160 should be extended to off-road vehicles. This will eliminate the noise problems. We have also taken the stand that, and I have asked for it today and have been assured that it will be introduced in the next couple days, a legislative resolution asking the enforcement agencies at the local levels, such as city, county, to enforce the existing provisions of the vehicle code. These are some of the things that are being done.

Harris: Thank you. The meeting is adjourned.

Mojave Area Cycle Crashes Injure Six

Bak. Calif 4/12/71

Californian News Service

MOJAVE — A Sun Valley man had multiple facial lacerations and reportedly was paralyzed from the neck down when he was admitted to Ridgecrest Community Hospital following a headon motorcycle collision near Highway 14 about 20 miles north of Mojave at 9:30 a.m. Sunday.

The CHP said William Edwards, 61, was riding north on a desert pathway amid several other riders. Billowing dust imparied vision and he collided with a southbound cycle ridden by George Linstrum, 14, of Burbank.

Edwards reportedly was paralyzed when he was admitted to the hospital, while Linstrum, who lost six teeth in the collision, was treated for multiple cuts on his arms and legs.

A Los Angeles-area man and his son who were injured when their motorcycles collided in a hill climb area in Jawbone Canyon Sunday are in satisfactory condition in Ridgecrest Community Hospital.

The California Highway Patrol, which reported three motorcycle mishaps in the desert area over the weekend, said Terry Euton Fulton, 17, of Westchester, was riding over the top of a hill when he hit a bush and the cycle flew into the air. The youth's cycle sideswiped his father's cycle as the elder Fulton came up the hill.

Young Fulton and his father, William Franklin Fulton, 42, were taken to the Ridgecrest Hospital. The CHP reported the older Fulton suffered a severely cut leg, multiple cuts and abrasions while his son has a possible broken arm and was in shock.

The mishap occurred at 10:25 a.m. 24 miles northeast of Mojave and four miles north of Highway 14.

Six-year-old Jane Dixon of Mojave was admitted to Antelope Valley Hospital in Lancaster after the cycle she was riding with her uncle, Kenneth Dixon, 17, of Mountain View, collided with a car in an intersection one and a half miles southwest of Mojave at 1 p.m. Saturday.

Dixon told the CHP he was southbound on Holt Street when he collided with an eastbound car, driven by John William Frye, 23, of Palmdale, at the Texas Street interesection.

Both cycle riders were thrown 40 feet over the top of the car. The girl suffered a broken leg and bruises. Her uncle was treated for head lacerations and released from the hospital.

ATTACHMENT #2

CALIFORNIA PUBLIC LANDS RESOLUTION

WHEREAS, the California Public Lands contain a variety of national assets such as rare and endangered wildlife, unique vegetation, minerals, historical and archeological treasures, clear air, and matchless scenery, uniquely located next to a significant population; and,

WHEREAS, the California Public Lands are now threatened by air pollution, solid waste disposal, scars on the land surface through uncontrolled recreational and commercial use, accidental destruction, wanton vandalism and other threats to the environment; and,

WHEREAS, these Public Land resources are in urgent need of immediate action for protection, management and orderly development, together with the development of a long-range plan and program providing for wise use of these resources; and,

WHEREAS, the U.S. Bureau of Land Management has identified the need for the development, use, and protection of the Public Lands in California;

NOW, THEREFORE, Be it resolved by this Off-Road Vehicle Advisory Council, that the Council respectfully urges the President of the United States to seek legislation for the protection of the California Public Domain Lands, and appropriate the funds necessary to complete detailed studies and a related management program to protect these resources.

RESOLVED, that this Council transmit copies of this Resolution to the President of the United States, the Secretary of the Interior, and appropriate people.

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